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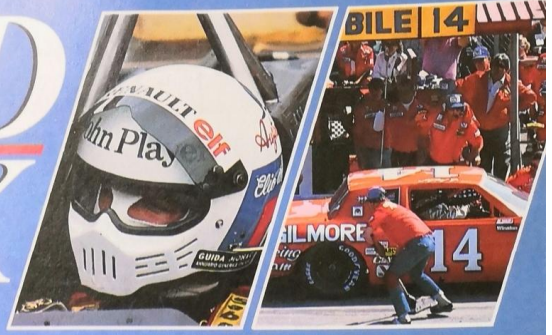


PRESTIGE TEST

Ferrari GTO

PROFILE

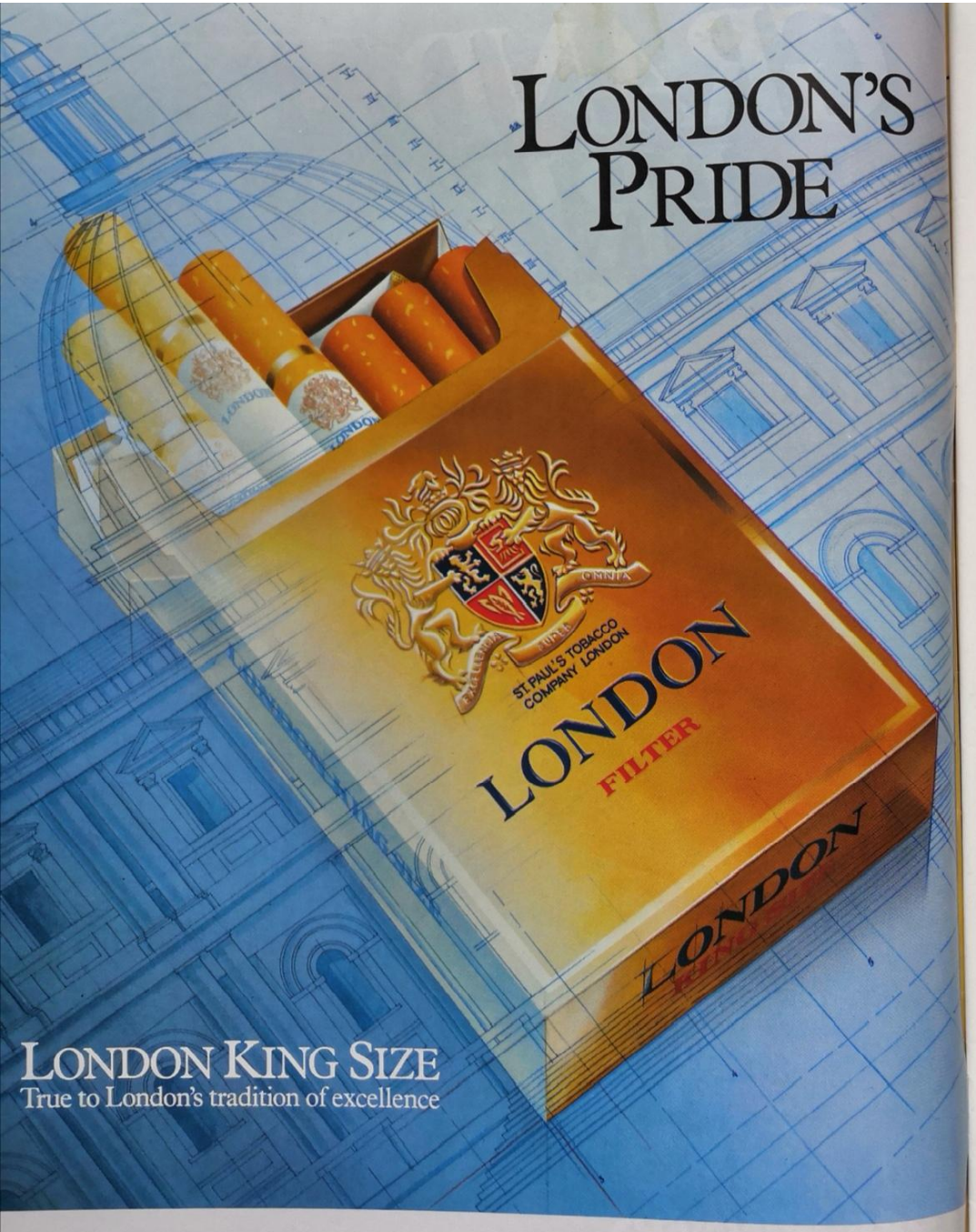
Elio de Angelis

1985 WINNERS

Prost, Peugeot 205 T16

1986 CALENDAR

84 - 100 - 22F



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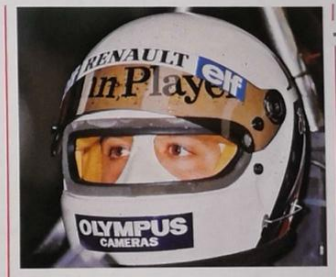

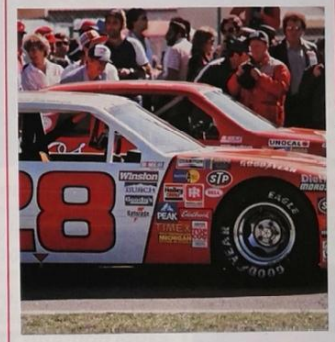

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LOOKING AHEAD

In spite of some worries expressed in these columns last year, we are delighted to be able to look forward to 1986 as yet another season of well-supported competition on the race tracks and rally stages of the world. In Formula 1, although not all of the 1985 teams will be seen again this year, it seems that there will be sufficient new comers to take up the slack. Brian Hart's all-British turbo engine is unlikely to be seen, but the Anglo-US Ford Turbo which will take its place could be the salvation of the F1 era when it is eventually offered for sale.

Forecasting is dangerous, especially in competition, but we believe that McLaren-TAG will find Williams-Honda a strong opponent this year now that the Japanese engineers have made such startling progress with their excellent rival V6. Although the new Brabham BT55 was not due to be revealed until February, its specification suggests a major technical advance. And although Renault has dropped out of racing as a works team, we know that the French factory will be redoubling its efforts behind Lotus as an engine supplier.

Rallying is attracting more manufacturers than ever before, with British fans ready to cheer the four wheel drive MG Metro, which (in case we forget) was developed in collaboration with the Williams Grand Prix team. There is still cause for concern over safety in rallying, and we hope that FISA will address this problem very soon.

It is in Sports Car racing that the situation looks its gloomiest. Lancia has dropped out of the new so-called "Sports-Prototype" (ex-WEC) series altogether, leaving Porsche to contend only four rounds. The British TWR Jaguar team may therefore find itself well-placed to win the championship, albeit devalued by the absence of other factory teams. Nevertheless, the private entrants of Porsche cars will be motivated more than ever to take advantage of the factory's absence.

We applaud the business and technical acumen of Robin Herd, the managing director of March Engineering, who was rewarded with a CBE in the New Year's Honours. Herd's company has added commercial success to race track victories in the USA and elsewhere. Although no longer in Grand Prix racing, March is a company whose products have dominated qualifying and racing in all three of the last Indy '500' events, bringing in £50 million in export orders and enhancing Britain's reputation as a supplier of high technology to the world.

Best of all, March Engineering keeps 150 people in full time employment, firmly dispelling any suggestion that motor racing is an ephemeral pastime enjoyed only by the elite. GPI.

FOUR FOR WORKS PORSCHES

The factory Porsche team has announced that it will not be defending its Endurance racing title in 1986. Works cars, again sponsored by a major cigarette company, will be entering only four rounds of the re-titled FIA Sports-Prototype (ex-WEC) Championship this year, with a major effort at Le Mans.

Hans Stuck

German race-goers will, however, have the opportunity to see Hans Stuck competing in the German "Sprint" championship in a Porsche 962 fitted with the semi-automatic twin-clutch transmission which the Porsche racing team has been developing for the past two years in collaboration with the Audi Rally team.

Derek Bell

Joint World Champion Endurance driver Derek Bell, recently elected "Driver of the Year" by British motoring writers, will be concentrating his efforts on IMSA events in North America.

F3000 NEWS

In spite of the enthusiasm of drivers and teams, the 1986 Formula 3000 Championship has not met with universal approval. Having lost £35,000 on its 1986 Easter promotion at Thruxton, the British Automobile Racing Club has withdrawn its application for a Formula 3000 race at the Hampshire circuit, and it seems that the only British round could be the International Trophy Race at Silverstone on April 13.

However, the situation is rather different in South America, where plans are well advanced to stage races at the fabulous Interlagos Circuit in Sao Paulo and at the Brasilia track where an unknown kid named Nelson Piquet acted as "minder" for the Brabham F1 team at a non-championship F1 race in 1974.

Perhaps the most exciting technical news in F3000 is that the Ralt team will be running a new Honda V8 engine in at least some F3000 races this year. The Japanese engine produces no more power than the ubiquitous Cosworth, but it is smaller and lighter than its British rival.

NO FORD F1 TURBO — YET

Difficulties with the complex electronic management system have delayed the first tests of the Ford Turbo F1 engine. The still secret V6, being jointly developed by Cosworth in Northampton and Ford Aerospace in the U.S., will be used this year by Alan Jones and Patrick Tambay in their British Lola-Force cars.

Explaining the delays, a Ford spokesman said that the Ford electronic system, which is the work of technicians who normally work on satellite and missile programmes, is designed to ensure that drivers will never run the risk of running out of fuel.

He added that in due course the engine will definitely be offered for sale, in much the same way as the original Ford-Cosworth DFV V8 engine which won 155 World Championship races between 1967 and 1983.

Patrick Tambay

TOPICS

An application has been made by the IMG sports promotion group for the winding-up of John MacDonald's RAM Automotive team. Representing the estate of the late Manfred Winkelhock, IMG was listed as a creditor for £162,000, although London-based entrepreneur Guy Edwards had a claim for no less than £244,000 in fees for finding the team's sponsorship. MacDonald hopes to revive the team, although he may have to restrict his activities to Formula 3000.

Ferrari's Fiorano circuit, which lacks fast corners suitable for testing all aspects of racing car behaviour, has just been substantially revised.

Although the Ferrari Indy-car project is going ahead, it is unlikely that the car and its V8 turbo engine will be ready until the end of this year. Among the drivers hoping to get the drive is Andrea de Cesaris, who is having difficulty in finding a Grand Prix drive again after parting with Ligier in August last year.

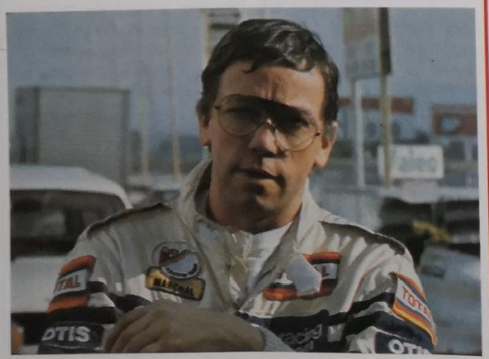
French racing car constructor Jean Rondeau was killed on New Year's Eve when his Porsche was hit by an express train as he attempted to cross the railway line on a level crossing, only a short distance from his factory at Champagné near Le Mans. In 1980 Rondeau became the only man ever to win the Le Mans 24 Hours at the wheel of one of his own cars, co-driven by Jean-Pierre Jaussaud.

The organisers at Le Mans have announced that they will be reviving the traditional test days on the full circuit for the benefit of entrants. The date fixed is Friday, May 9 (which happens to be the same weekend as the Monaco GP). Rather surprisingly, the fuel allowance at Le Mans will be 10 per cent more than specified in the rules for other FISA Endurance races this year.

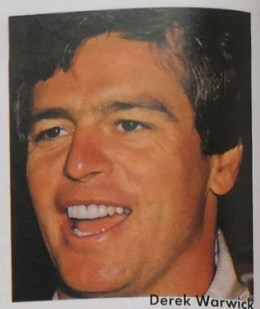
Arno International, a new Italian-based team which hopes to appear in F1 this year, has announced that it has started work on a car to be driven by the Swiss F3 driver Mario Hytten. The chassis is a development of the carbon-fibre AGS Formula 3000 design, and the engine is to be one of the V6 Motori Moderni units raced last year by the Minardi team.

Latest manufacturer to announce its participation in the IMSA Championship is BMW, whose F1-based turbo engines — increased in capacity to 2.1 litres — will be fitted to a March chassis. Two cars are expected to race, the first of which will be in the hands of IMSA veteran David Hobbs and ex-F1 driver John Watson.

The Lancia-Martini team has withdrawn from all Endurance races, including Le Mans. However, the exciting Italian cars will definitely be racing in the new European "Sprint" championship which has been announced by FISA.



WARWICK'S UB40



Derek Warwick

At the moment when this issue of GPI went to press, there was a long list of drivers still looking for places in Grand Prix teams. The only positions still available, however, appeared to be the number 2 spots at Lotus, Ligier and Tyrrell.

Provided that he can find an outside sponsor to pay his 400,000 dollar salary, ex-Ferrari man René Arnoux seems assured of the Ligier place. But the plight of Derek Warwick was causing concern following reports that an offer had been made to him by Lotus, only to be quickly withdrawn at the request of team leader Ayrton Senna.

It is clear that Senna has got himself into a commanding position at Lotus. Possibly because of threats that he might be in a position to repudiate his Lotus contract following Renault's decision to supply Ligier with engines again in 1986, in contravention of an undertaking given to Lotus's Peter Warr that only two teams would have the Renault V6s.

Every attempt is therefore being made to hang on to Senna, whose name has been associated with a possible third car at Brabham ever since he was invited to return to England from Austria in Bernie Ecclestone's private jet. If Senna were to find an escape route from Lotus, the team's sponsorship budget could find itself reduced by the substantial contribution made by the Brazilian division of JPS.

In spite of Warwick's having accepted a strictly number 2 role in the provisional Lotus contract, Senna feels that the Englishman's presence could compromise his own World Championship hopes. Meanwhile, Lotus have asked Scotsman Johnny Dumfries to stand by. Dumfries had some encouraging F1 tests with Lotus in 1984 and was engaged by Ferrari last year to test the 4-cylinder engine.

DUTCH AND SA GRANDS PRIX GET CHOP

The 1986 Grand Prix calendar has been issued by FISA (see page 48), with several interesting details. The Dutch GP has definitely been dropped (there were fewer than 40,000 spectators at the financially-troubled Zandvoort circuit last August) and the South African round has been relegated to a "reserve" position.

It has been confirmed that the reintroduced Spanish GP (last held in 1981) will take place on a new circuit at Jerez, although the authorities in Barcelona still hope that their remodelled circuit will be allowed to host the event.

Their hopes were boosted in December when a club race at Jerez revealed some problems with the new surface.

Most of the dates look firm, ensuring that GPI readers who book holidays to coincide with races can reasonably expect them to take place as promised (including the Belgian GP at Spa). However, the circuits at the new Hungarian and revised Mexican have yet to be inspected. The bumpy Detroit track will also only be approved on condition that it passes an inspection later this year.

GREEN JAGUARS TURN TO SILK

The two works XJR-6 Jaguars which will contest this year's Sport Prototype Championship have taken a leaf out of the Porsche racing handbook and become mobile fag packets.

The sponsor of the cars, in all ten rounds of the series, will be Silk Cut cigarettes. Details of the drivers will not be issued until later, to enable team boss Tom Walkinshaw to include in his selection all those drivers who have failed to find a place in Formula One.

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THE WORLD RALLY CHAMPIONSHIP COMES OF AGE

The recent Lombard RAC Rally underlined quite convincingly that it will be a great deal tougher for Jean Todt's Peugeot squad to retain its World title in 1986 than it was to win it in 1985.

Lancia's one-two in Great Britain will certainly be a morale booster for the Italian team on the eve of what will hopefully be the closest fought season in the history of the World Championship. The combined experience of drivers like Markku Alen, Henri Toivonen and Miki Biasion doubtlessly equals that of Timo Salonen and Juha Kankkunen and team-manager Cesare Fiorio is far from being a newcomer in the sport. It shouldn't be forgotten either that Lancia have won the Championship 4 times in the last 13 years.

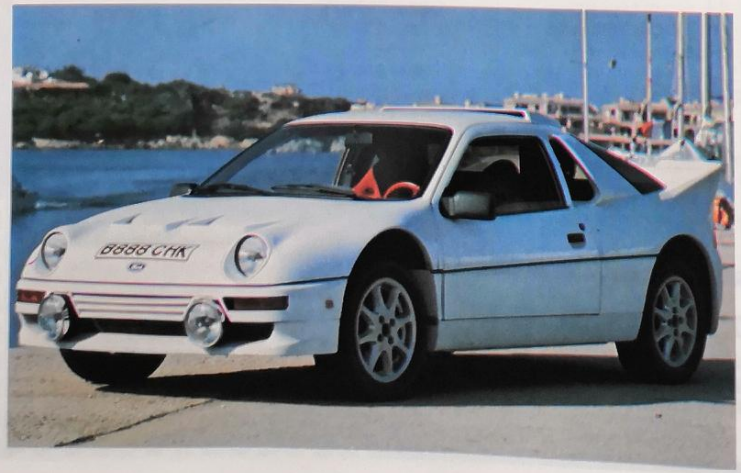
Another promising display on the RAC came from the MG Metro. Many observers still have the niggling feeling that if the British team hadn't been so intent on finishing, come-what-may, Tony Pond would have been capable of giving Alen and Toivonen a closer run for their money. Although Pond and Malcolm Wilson are ready to admit their relative lack of experience in World Championship events, they are both aware that the Metro's expected reliability could well mean that they will regularly be in the points. Ford, the other British-based team, will be joining the WRC circus in Sweden, not really a surprise when you realise that all three Ford drivers for 1986 (Blomqvist, Grundel and Eklund) are Swedish. Stig Blomqvist took the new RS200 along to the pre-RAC practice stage on Press Day and promptly set an encouraging fastest time. Kalle Grundel, his future teammate for 1986, equalled the Ford's time with the Evolution 2 Peugeot 205 T16 on his third attempt, but Stuart Turner can now be sure that the RS200 is ready to take on the rest. Ford's official objective for 1986 is not to go all out for the Championship although you can that bet if Stig or Kalle manage a couple of good results in Sweden and Portugal, there could very well be a change of policy at Boreham.

Last of the newcomers for this season will be the Citroën BX 4TC. Citroën are part of the same industrial group as Peugeot but team boss Guy Verrier, has not had the same resources made available as Todt. Indeed, he deserves a lot of credit for having developed the BX in such a short time, especially given the low selling price of the '200 series' version (just over $20,000). Like the Metro, Verrier is hoping that the simplicity of the BX's design will make the car reliable and that it will be regularly in the points. Also like Austin Rover, Citroën have elected to use only 'local' drivers and Jean-Claude Andruet and Philippe Wambergue can look forward to a pretty full programme of WRC events.

That leaves us with the two 'old hands', Audi and Peugeot. The German manufacturer has announced a reduced programme of five or six rallies. With drivers like Röhrl and Mikkola still on the books, Audi just can't be ruled out. Big Walter beat Salonen on the recent San Remo and the Finn led for a short while on the RAC. However, the Quattro S1 is still undergoing a number of minor developments in an attempt to screw the last drops of performance from a dating philosophy but Röhrl's test-drive with the experimental automatic gear-box on the RAC was apparently encouraging. It will be thanks to such tweeks if Audi is in there at the top at the end of the year.

With Ari Vatanen still on the sideline for an indefinite period, Jean Todt has called in Juha Kankkunen to shoulder Timo Salonen in his attempt to retain the manufacturers'crown. The 205 will remain much the same for 1986, although the suspension is the subject of particular attention at the moment, and the French team will be counting on the momentum of their 1985 successes if they are hoping to win the fight against the likes of Lancia, Austin Rover, Audi, Citroën and Ford in the months to come.

C.W.



FORD
Car: Ford RS 200.
Motor: 1803cc, 4 cylinders inline, Twin OHC, 16 valves. Garret turbocharger. Central, longitudinal position.
Transmission: 4-wheel drive.
Power: 380 bhp.
Weight: to be announced.
Drivers: Waldegaard (S), Grundel (S), Eklund (S).

PEUGEOT
Car: Peugeot 205 Turbo 16.
Motor: 1775cc, 4 cylinders inline, 16 valves. Garret turbocharger. Central, transversal position.
Transmission: 4-wheel drive.
Power: 450bhp.
Weight: 910 kg.
Drivers: Salonen (SF), Kankkunen (SF), Vatanen (SF), Saby (F), Mouton (F).

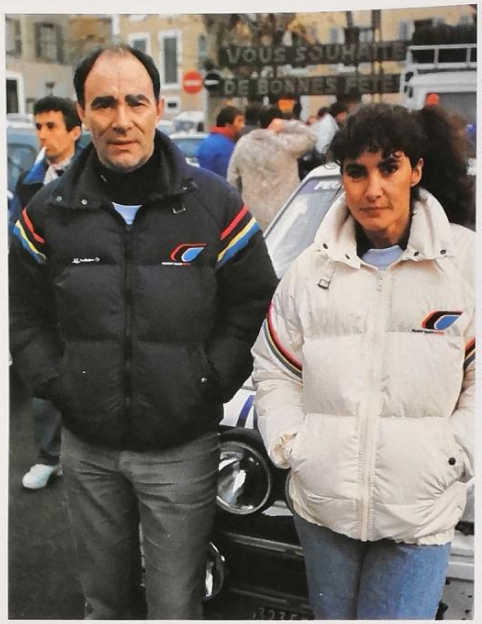
AUSTIN ROVER
Car: MG Metro 6R4
Motor: 2991cc, V6, normally aspirated. 24 valves, central, longitudinal position.
Transmission: 4-wheel drive.
Power: 395 bhp.
Weight: 1020 kg.
Drivers: Pond (GB), Wilson (GB), Duez (B).

CITROEN
Car: Citröen BX 4TC.
Motor: 2141cc, 4 cylinders inline. Single OHC, 8 valves. KKK turbocharger. Front mounted.
Transmission: 4-wheel drive.
Power: 380bhp.
Weight: 980 kg.
Drivers : Andruet (F), Wambergue (F).

AUDI
Car: Audi Sport Quattro S1.
Motor: 2133cc, 5 cylinders inline, 20 valves. KKK turbocharger. Front mounted.
Transmission: 4-wheel drive.
Power: 400 bhp.
Weight: 1020 kg.
Drivers: Röhrl (D), Mikkola (SF).

LANCIA
Car: Lancia Delta S4.
Motor: 1759cc, 4 cylinders inline, 2 OHC, 16 valves. Abarth volumetric compressor and KKK turbocharger. Central, longitudinal position.
Transmission: 4-wheel drive.
Power: 440 bhp.
Weight: 1020 kg.
Drivers: Alen (SF), Toivonen (SF), Biasion (I).

CO-DRIVER SHUFFLE



Given the various comings and goings of the top drivers during the 1985/86 close season, it is hardly surprising that a fair number of co-drivers are on the move too. 'Captain' Cederberg's retirement means that Stig Blomqvist will be taking on Bruno Berglund as his new partner. Berglund, formerly with Anders Kullang, has spent the last few years with Opel as Jochen Berger's assistant. In the second Ford RS 200, Benny Melander will be taking over from Peter Diekmann as navigator for Kalle Grundel.

Possibly the most surprising pairing is that of Michèle Mouton, who will have Britain's Terry Harryman alongside for her German Championship programme and a selection of World Championship events. Peugeot boss Jean Todt prefered to keep Terry on his team so that he would be available for Vatanen's comeback. When the decision was taken to include Mouton in the French manufacturer's line-up, the Ulsterman was the obvious choice to replace Fabrizia Pons who will be getting married on the 18th January and has therefore decided to pull out of the sport.

A newcomer to the Peugeot squad will be Juha Piironen who has left Henri Toivonen to join forces with fellow Finn Juha Kankkunen. The Lancia driver will be navigated by Cresto, at least for the Monte Carlo, where as Kankkunen's ex, Fred Gallagher, will stay on with Toyota as Bjorn Waldegaard's co-driver, replacing Hans Thorszelius, another experienced Swede who has announced plans for retirement for the coming year.

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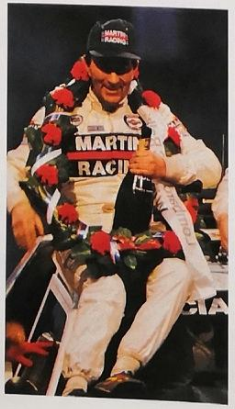

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52. Not available
53. French GP
54. German/Austrian GPs
55. Not available
56. Italian GP
57. Caesars Palace GP
58. Review 82/83

1983 £2.50 per copy.
59. Brazil GP
60. Long Beach GP
61. French GP
62. San Marino GP
63. Monaco GP
64. Belgian GP
65. Detroit GP
66. Canadian GP
67. British GP
68. German/Austrian GPs
69. Dutch GP
70. Italian GP
71. European GP
72. S. African GP
73. Not available

1984 £2.00 per copy.
74. Pre-season Tests
75. F1 Guide 1984
76. Profile McLaren
77. Brazil GP
78. S. African GP
79. Safari Rally
80. Belgian/Imola GPs
81. French GP
82. Monaco GP
83. Montreal GP
Le Mans
84. Detroit GP
85. Dallas GP
86. British GP*
87. European/Portuguese GPs*

1985 £2.00 per copy.
88. Not available
89. Profile Zakspeed*
90. Profile Ram*
91. Pre-season 1985*
92. Brazil GP*

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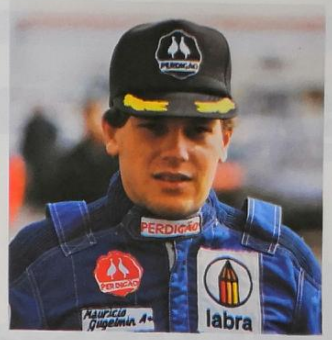
Graffiti



by Mike Doodson

Considering that the organisers had decided to stage it on a blasted Scottish heath in the middle of winter, the first Grand Prix of the 1986 season was a huge success. Not one of the four super-licence drivers competing in the event managed to finish in the top ten places, and although there was a certain amount of Moet et Chandon sprayed around afterwards, most of the bubbly was treated with respect, i.e., it was glugged down thirsty throats by the pint.

You didn't see it listed on the calendar? Ah well, that was because no one actually bothered to tell FISA, a move which niftily ensured the absence of a certain megalomaniac Frenchman intent on being photographed as he kissed the winner. Bernie Ecclestone knew about it, and true to form he tried to stop it because no one had offered him a percentage. But the television was there, and everyone had such a good time that it was almost sinful. Or not, considering that most of them had taken their wives along for the weekend...

It all happened on January 10/13 at Gleneagles, where Jackie Stewart organised the "1st Mechanics' Shooting Grand Prix" in aid of the Springfield Boys Club, sometimes described as motor racing's favourite charity but there was a lot of noise. No fewer than 15 teams of six men each were attempting with ludicrously varied degrees of success to shatter the hundreds of clay pigeons that were hurled at them. It would have been easy to say that the cartridge makers were rubbing their hands with glee — had it not been for the fact that the indefatigable Stewart had twisted their corporate arm to supply the ammo for free. There must have been three dozen companies who had been charmed (or should the word be 'pestered'?) by Jackie into supplying everything from bus tickets to complete sets of waterproof clothing, all at no cost.

For younger readers it should perhaps be explained that Jackie Stewart was a member of the British Olympic Shooting Team as a teenager, which is almost 30 years ago now. Although a Swiss resident long before he retired in 1973 with three World Championships to his credit, Jackie still capitalises on his Scottishness. He has a nice little earner going in the form of a shooting school at Gleneagles, the splendid Golfing Hotel in Perthshire where the highest standards of service and cuisine are maintained by a staff whose attitude shows up English hoteliers for the hostile and incompetent wretches that most of them are. It was after a televised celebrity shoot last year that Brabham's gearbox mechanic Roly Vincini collared Jackie. "*Ere,*" says Roly, "*how about organising something like that for the mechanics? A few of us can shoot a bit, y'know.*" Hence the Mechanics' Grand Prix.

It's good to report that although the competing teams included sponsors, team managers and even representatives of the press, it was the mechanics who carried the day. Roly shot splendidly but no quite well enough to beat Tony Fletcher, who's normally to be found looking after the spare car at Lotus. Fletch went back to Norfolk with more prizes than most GP winners, and the Springfield Boys will be getting a cheque for more than £23,000 to help cure the rising damp in their building.

Yes, Graffiti was invited to be a member of the press team. In spite of the presence as our mentor and sponsor of Ford's President of Public Affairs, Walter Hayes, the only way we looked impressive was if you turned the results sheet upside down. Grampian TV is making a 15-minute film about the whole weekend, and maybe they'll use some of the footage involving your correspondent. I'm the one on the massage table asking the young lady if she can do anything about the bruise on my arm.

* * *

The racing off-season gets busier and more interesting every year. And since GPI skipped a month's publication between November and January, not all of Graffiti can be as up-to-date as the previous item. So forgive this column, please, for looking back to November.

Because it's so far away, a lot of F1 people decided to take advantage of being in Adelaide to see more of Australia. Like many of them, Mr and Mrs Graffiti spent a couple of weeks on an Aussie beach after that wonderful race down under. We were only half a mile from the magnificent spread which Alan and Bev Jones had just bought, making it obvious that his talents are highly valued by his new team.

Next it was off for a week in Hong Kong and Macau to cover the ultimate F3 race of all time, in which yet another Brazilian — this time a 22 year-old with a name that no one could pronounce — socked it to a star-studded field of F1 and F 3000 regulars. Watch out for Mr Goo-jell-meen, who may be in an F1 car by the time these words are published.

Then it was home in time to turn up the heating and switch on the video to find out what had happened in the RAC Rally. The really interesting bit was watching Rally coordinator Nick Brittan insisting that the only reason why the drivers were complaining about the toughness of the route was because it was their cars, not themselves, which were too delicate, and they needed more time for fettling.

Rallying used to be a sport in which the averagely wealthy amateur could build a car which was reasonably close to the specification of a works machine. The RAC Rally always offered these people the opportunity to give the factory drivers a bit of a fright, and in consequence the event was worth watching well down into the field.

Now, thanks to the lack of foresight of FISA, rallying consists of half a dozen silly cars, million-dollar freaks complete with 500 horsepower turbo engines, four wheel drive and aerodynamic devices which wouldn't look out of place in F1. As the unfortunate Ari Vatanen and others know already, to their cost, the only place these things are going to get into are some counter-productive headlines when they go out of control.

Some of this was hinted at by William Woolard, the BBC's white-knuckle science presenter. Alas, for the special stage reports the Beeb had unwisely engaged that awful commentator from Brands Hatch with a deceptively authoritative voice in which he utters a lot of hot air without actually telling you very much at all. The experience of having to listen to this person mispronouncing the name of World Rally Champion Timo Salonen proved so depressing that when someone phoned to ask if I would be interested in a trip to South America, it took me about ten seconds to say yes. Only slightly upset by the discovery that the trip had already been offered to, and refused by, half a dozen other motor-noters, I was then flown to Rio and Montevideo in the company of photographer Keith Sutton. Our host, Barry Bland of Motor Race Consultants, had invited us on behalf of some local race organisers to visit Uruguay and to report on a round of the South American Formula 2 Championship, run through the streets of a holiday resort named Punta de Este.

Much to our disappointment, the non-starters included a number of ex-F1 drivers who turned to the local Formula when their fortunes (or lack thereof) forced then to leave Europe. But although the race was dominated by Argentine cars and drivers, the category (for single-seaters powered by locally-produced 1600cc stock-block engines) is obviously very healthy. Perhaps the most impressive aspect is that the organisers insist on every one of the 12 championship rounds being televised. Bernie would be proud...

Since the people in Punta are anxious to attract European visitors, it is my duty to report that their city has some fine hotels and excellent beaches. There are hundreds of appartments available and even a selection of attractive private houses to rent. On the outskirts of town there are dozens of Argentine-owned dwellings of such elegance and opulence that one is tempted to wonder if they could have been paid for out of the proceeds of honest toil alone.

* * *

Returning from Uruguay, we had an opportunity to examine a Boeing 747 sitting forlornly on the tarmac at Rio with its undercarriage all awry. We learned that it had landed safely, only to suffer some sort of wheel derangement as it was taxiing to its stand.

Now a 747 with busted undercarriage is extremely difficult to move without doing lots more damage. So it has to sit where it stands, looking like a turkey with a broken leg and contributing lots of negative PR to the reliability image of the airline to which it belongs. To the great credit of this particular turkey's owners, a crew had been got together to remove all trace of the airline's name, and it stood virgin white in the tropical sunshine.

Ever curious, Graffiti duly investigated, and can reveal that the plane belongs to Air France. It then occurred to us that there must be occasional agonising moments in motor racing when certain large corporations would prefer that their names, writ so expensively on the sides of racing cars, were suddenly not there. It does no good at all to an engine manufacturer, for example, when a driver who has been doing well is forced into the pits pursued by an embarrassing trail of oil smoke and red hot debris.

For moments like this, surely someone will invent self-destructing decals. Touch a switch, and blat! — the sponsor's name is no longer there. Just imagine: no more slow-motion embarrassment on TV! I can think of several French sponsors, not to mention airlines, who would welcome such a development.

* * *

An annual treat for many racing fans, including myself, is the arrival of 'Autocourse', which has become the most luxurious and widely respected of all motorsport annuals since 'Automobile Year' was forced to curtail its racing coverage. Mr Editor Maurice Hamilton somehow manages to have Autocourse on the streets before Christmas, and even at £17.95 it's obviously in demand. The two areas (Wimbledon and Worcester) where Graffiti attempted to locate a copy had both sold out before New Year.

The features of Autocourse which traditionally attract the greatest attention are the photographers, the editor's "Top Ten" assessment of the year's F1 drivers and the technical review. GPI readers will find the predominance of black and white pictures rather quaint, although the colour work — largely by Paul-Henri Cahier and Bernard Asset — is of the highest quality. As before, however, commercial pressure has forced what can only be described as an "Advertorial" approach to the selection of some shots which show sponsors' names, not the action, to best advantage.

Since Autocourse was late reaching me, I was glad to find 'Autocar' magazine's annual Grand Prix review available in November, at a price which makes its glossy rival look very expensive. For your money, Autocar binds together all of Peter Windsor's excellent race-by-race reports, which are so comprehensive and interesting that it's difficult to believe that he writes them literally within hours of the finish of each race. Many of the pictures, on the other hand, would benefit from being in focus...

Windsor scores handsomely over Autocourse in his two supplementary features. His pen portrait of Alain Prost is longer and much more detailed that the pallid and under-researched rival offering, while his summary of the year's F1 racing has bite and authority as well as being informative. For what purports to be a journal of record, the Autocourse review of the season is just trendy and self-indulgent: I suspect that when it is needed as a reference in years to come, its Melody Maker style will make it simply irritating.

What makes the Autocar "cheapie" worth looking for, however, is the one major piece that Windsor didn't write. The Top Ten Driver Assessment was entrusted to John Watson, who had the bravery to nominate Ayrton Senna as his No 1. Wattie, who should know, defines the Senna "*Something Extra*" as his mastery of throttle control technique. "*He appears to have all the time in the world to perform so many tasks at the same time but looks so composed,*" he writes — and it really was John who put the words on paper. Ironically, his comments are in the spirit of Autocourse in the old days, when its conciseness — admittedly in a much less complicated era of F1 — made it far more readable than its 1985/86 equivalent. In fact I suspect Autocourse has gone into smaller print than ever this year... or do the Graffiti giglamps need attention?

There's lots to savour and appreciate in both books, however, and I recommend you dig out the £20.45 to buy the two. Perhaps the most fascinating feature of modern F1 is the speed at which developments happen, and you really need publications like these to remind you of things that may have seemed significant only a matter of months ago (de Angelis leading the World Drivers' Championship... Ferrari the best mechanical "package" in June), that were subsequently overtaken so decisively. Good reading!

READER PROFILE

by Nevin Hickmet

In the August edition of Grand Prix International, we published a questionnaire to determine the characteristics and profile data of our readers in order to improve the magazine in keeping with their interests. Out of a total of 1,600 replies (a very good figure), 1,012 were selected for analysis. The respondents completed the forms fully and extremely conscientiously, making a number of additional comments of their own. Do you match the picture?

Grand Prix International readers are male (94%), single (65%), under 34 (70%) and although they may not be high wage earners (23% are students), there is much evidence to suggest that the younger ones may well be from higher income families. Readers tend to come from London or the South East of England (38%), 16% live in the North, 14% in the Midlands, 8% in Wales and 6% in the Eastern counties. Unfortunately, questionnaires from overseas readers arrived well after the cut off date and have not been included in this reader profile.

YOU READ REGULARLY

Autosport	58%
Times/Telegraph/Guardian/FT	41%
Express/Mail	38%
Motoring News	37%
Motor Sport	30%
TV programme magazines	29%
Sun/Mirror/Star	24%
Car	19%
Autocar	17%
Male interest : Playboy/Mayfair	16%
Fast Lane	15%
Time/Newsweek/Economist	13%
New Musical Express/No 1	12%
Listing mags/Time Out/Whats on	7%
Female interest :	
Womans Own/Cosmo/Vogue	5%
Campaign/Marketing Week	2%
Listing mags/Time Out/Whats on	7%

The average car-possessing reader (69%) drives a Ford Escort (11%), indicating a high element of fantasy prevalent amongst our enthusiasts.

SEX

Male	94%
Female	4%
Married	26%
Single	65%

Interestingly, 2% own Porsches, 4% VW Golfs, 3% BMWs, 8% Vauxhall Cavaliers and 4% Morris Minis. Engine size on 69% of the cars does not exceed 1600cc and 36% have been registered since 1983, suggesting that a high proportion are company-owned cars.

SALARY

Less than £4,999	26%
£5,000 - £7,999	22%
£8,000 - £11,999	23%
£12,000 - £15,999	10%
£16,000 - £19,999	3%
£20,000 - £24,999	2%
£20,000 - £25,000	4%

Surprisingly enough, smoking is unpopular, only 10% regularly buy English brands and 91% never use pipe tobacco, smoke cigars or 'roll their own'. The results reflect the young age group of readers who also prefer Cola, Perrier, Tonic Water and beer to spirits.
When holiday time approaches, GPI readers like to go and watch some form of motor racing either at home (44%) or abroad (13%). Air travel to foreign lands (20%) is more popular than taking the car across the Channel (13%) and holiday clubs are out of the question for 87% of GPI readers.

DETAILS OF CAR OWNED

Alfa Romeo GTV	1%
Sud/Spring	2%
Austin Metro	2%
Other	1%
B.M.W.	3%
Citroën	1%
Ford Fiesta	4%
Sierra	2%
Escort	11%
Capri	3%
Cortina	2%
Fiat Uno	1%
Other	2%
Opel Manta	1%
Peugeot	2%
Vauxhall Cavalier	8%
Other	2%
VW Golf	4%
Other	2%
Triumph Other	2%
Talbot Sunbeam	1%
Other Japanese	1%
Renault 5	2%
Other	1%
Porsche	2%
Morris Mini	4%
MGB/GT/VB	1%

Leisure activities after motorsport (59%) include skiing (35%), tennis (47%), squash (33%) and golf (28%), which indicates that the lower income, lower age groups are in fact probably from highest level socio-economic households. Personal computers are owned by 64% of readers, with a further 17% intending to buy one.
A high proportion of readers (usually married and in the higher age, higher income group) have been buying GPI since it started (30%), 33% for more than three years and 17% for more than two years. This is an enthusiast's magazine which has great reader loyalty! Only 29% of readers (higher income group) subscribe to GPI, 68% prefer the excitement of going to their newsagent's. Repeat readership of each monthly copy is high, 29% read GPI 'often' and 49% 'several times'. It takes 21% over four hours to read from cover to cover, 47% spend between two and four hours and 28% up to two hours. Although 53% of GPI readers allow friends or family to look through their personal copy, 73% stated they would not lend their copy to aquaintances, 'The magazine is too valuable'. Some readers even buy two copies, one to read and one to collect.

OCCUPATION

Industry	18%
Commerce	11%
Financial	8%
Scientific/Technical	12%
Professional	11%
Civil/Public service	12%
Journalism	1%
Agriculture	2%
Construction	5%
Student	23%
Not currently employed	4%

GPI readers value their copies as items of reference, 94% (lower income, lower age group) keep all issues, 5% keep some and 1% don't bother.

Predictably, reader interest lies in Formula One, 97% like it 'Very much' and 2% 'Quite a lot'. Endurance is of more interest to the higher income, higher age group, 25% like it 'Very much', 37% 'Quite a lot', 28% 'A little' and 10% 'Not at all'. Rallying is of 'Very much' interest to 13% of our readers and 20% say 'Not at all'. Formula 3000 is slightly more popular and Powerboats generates little interest.

AGE

Up to 19	21%	50%
20-24	29%	
25-29	19%	
30-34	13%	
35-39	10%	
40+	6%	

Figures show that readers would like to see an increase in F1 news, team/driver coverage and more double colour spreads. The survey also revealed that 21% of GPI readers did not read any rival magazines the motoring press offers.Those that do, prefer Autosport and then Motoring News.
We would like to thank all respondents most warmly for having replied so massively to our questionnaire. It's been extremely interesting finding out more about you and hopefully GPI will fulfil your hopes and expectations this year. ■

TOBACCO	Regularly	Sometimes	Rarely	Never
English cigarettes	10%	3%	5%	78%
French cigarettes	1%	2%	4%	87%
American cigarettes	3%	5%	3%	84%
Pipe tobacco	1%	1%	1%	91%
Cigars	3%	5%	6%	81%
Roll your own	1%	1%	2%	90%
DRINKS				
Spirits	17%	33%	21%	25%
Vermouth	4%	14%	19%	57%
Champagne	4%	17%	32%	41%
Other wines	32%	33%	12%	18%
Cola/Perrier/ Tonic water	49%	34%	9%	5%
Beer	51%	22%	10%	14%
OTHERS				
Sports clothing	29%	47%	18%	5%
Photographic film	56%	24%	11%	8%
Mens toiletries	36%	37%	17%	8%
Motor racing videos	7%	13%	15%	63%
Motor racing books	43%	36%	15%	5%

FROM DPPI TO GPI

by Nevin Hickmet

Every month, the Parisian photographic agency DPPI supplies Grand Prix International with many of the sensational double colour spreads that are used to illustrate the season's motor racing reports. This long-established firm has heightened GPI's image of being the exclusive magazine for motor racing enthusiasts the world over. What exactly lies behind those four initials, DPPI? Our intrepid reporter went to find out...

Dominique, Director Thierry and Archives man Alain

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ARCHIVES
Alain Bienvenu
LABORATORY
Bruno Meliono
STAFF PHOTOGRAPHERS
Eric Vargiolu
Gilles Levent
Stéphane Compoint
Yann Guichaoua

"*Team Spirit,*" director Thierry Bovy told me in earnest, "*is what makes DPPI different from other photographic agencies. We strive to make it a friendly set-up as well as being a place where we come to earn money.*" And I believed him.

I had been shown into Thierry's empty office, situated in a smart-looking building in a Paris suburb, by the archives man Alain, alias the "Brain", whose prodigious memory has even reminded Jacky Ickx a thing or two about his own long career! He sat down behind the No 1's desk, lit up a strong-smelling Gauloises and took me back twenty years to the days when DPPI was but a small off-shoot of motoring press publishers Publi Inter.

Extremely few specialised publications covered any form of motor racing in 1965, and Publi Inter decided to act as pioneers and create their own photographic department to provide photos of the French national championships and important international events such as the Le Mans 24 Hours.

Very quickly, DPPI became more than just a "black room" hobby. Manou Zurini, a personal friend of Jean-Pierre Beltoise, joined early 1966, bringing with him the latest in photographic technology such as telephoto lenses, which in the mid-sixties were a rare sight on the circuits. Manou covered selected European rounds of the F1 series and in 1968, DPPI was brought to the notice of the international racing world when they launched into their first full championship year.

DPPI's excellent reputation in F1 progressed in leaps and bounds, to culminate with the Ken Tyrrell/François Cevert association when the consequences of the 1973/74 oil crises hit motor racing and F1 in particular

By then, DPPI had already begun diversifying its activities to cater for a wider world market. Motor bike enthusiast Eric Vargiolu joined the fast-expanding team and Thierry Bovy had worked his way up from lab assistant to F1 and World Rally photographer under the expert guidance of Manou Zurini. In 1976, DPPI branched out further to become the first European agency to cover all the international motor racing championships.

Gilles Levent, another photograher of high repute, learned the ins and outs to track photography by following his friend, the 750cc World Motor Cycle champion Patrick Pons. Today, Gilles is away from the agency 200 days a year, covering a variety of events including the gruelling Paris-Dakar marathon.

Stéphane Compoint is the only staff member to have taken a two-year photograhic course. Unlike the other photographers who joined DPPI because of their passion for racing, Stéphane's ambition was to become a professional photographer. "*That is another thing,*" Thierry remarked, "*that makes DPPI different. Our people are above all racing enthusiasts and then photographers.*"

Twenty three year-old Stéphane was taken under the wing of DPPI at the tender age of 17. He began covering his first Production races alone in 1982 but it wasn't until 1985 that he could cover F1 rounds by himself.

Speed is is another essential factor in top level motor racing photography. DPPI supplies 25 French publications with 25 b&w and 30 colour shots of the weekend's activities by Monday midday, not forgetting that they also have a large foreign market to deal with. A typical European F1 weekend for young Stéphane will mean leaving Paris on Thursday before the 3-day GP period. He will shoot rolls of film throughout qualifying, right up until the rostrum celebrations, not forgetting to take "atmosphere" pictures in the paddock and elsewhere. Then he'll rush to the nearest airport and catch the next plane to Paris so that the processing can commence as early as possible on Sunday evening. Colour films are sent to a specialised lab nearby and DPPI's own lab deals with the b&w rolls. By six o'clock Monday morning, the slides are being sorted out by Alain in the archives and are then reduplicated. At about noon, Stéphane begins his rounds of the Parisian press with a selection of his weekend's slides. If the race is in the States, for example, the photographer sends the "qualifying" rolls back to DPPI by air freight for Sunday, the race pics arrive on the Tuesday.

One of the first things 39 year-old Thierry did when he entered into partnership with Publi Inter's managing director, Jean-Pierre Thibault, was to create another department to cover all the important international sporting events such as gymnastics, athletics, boxing, surfing, etc. Yann Guichaoua was put in charge of organising the 50 or 60 free lance photographers, each of which is specialised in a particular sport. Three years later, DPPI sends its "Omnisport" pictures out to over a hundred publications throughout France, Europe, Japan and the US.

"*Our photographers are more than just photographers. Each is also an "ambassador" for the agency,*" enthused Thierry from under his desk lamp, his eyes gleaming with excitement. "*It's just as important for a photographer to save say, £150 by getting a ride with someone, as it is to sell more pictures. That sort of arrangement only comes with time. It takes a while to become integrated into the 'milieu'.*"

The people who work at DPPI are obviously contented with the "family" way Thierry likes to run the business. Archives man Alain has been there for six years, Dominique, Thierry's charming blonde assistant for seven, and photographers like Gilles Levent and Stéphane Compoint began their careers there.

Has Thierry found the key to making work both pleasurable and financially rewarding? From the "outside" it does appear that way.

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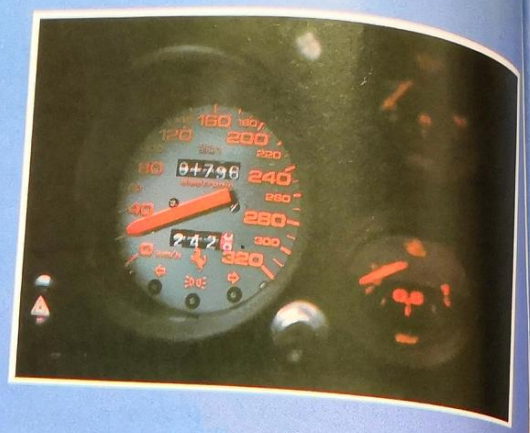
300 KPH AND BEYOND

YOU ARE ABOUT TO READ ABOUT A PRESTIGE ROAD CAR TEST THAT COULD HAVE BEEN CARRIED OUT IN ENGLAND. EXCEPT THAT IT WOULD HAVE BEEN HIGHLY ILLEGAL. I EASED UP ON THE RIGHT FOOT PEDAL AND GLANCED OVER AT THE STOP-WATCH BEING HELD OUT TO ME AS SOON AS I FELT IT WAS SAFE. IT READ 11.7s. IT HAD TAKEN THE FERRARI GTO SIMPLY 11.7s TO COVER A KILOMETRE — AT A SPEED OF 307.60 KPH...

by Pierre Dieudonné



For conscience' sake, I checked that the stop-watch had been correct. It had. There was no room for any doubt. Ferrari had not over-exaggerated when it announced a top speed of 305 kph for its latest creation, the 288 GTO.

We had originally planned to test the GTO's exact performances under the best scientific conditions possible, in other words on one of the few speed test tracks such as Nardo where Ferrari had carried out their own tests. It is sometimes preferable to refer to the figures announced by a constructor, especially when the constructor in question is based in Maranello and has absolutely nothing to prove by telling untruths and uses all the latest electronic timing gadgetery. Man being a fundamentally sceptical creature, we felt that we had to check the accuracy of those figures ourselves before we could accept them as concrete facts. Not a simple task with a car such as the GTO. We were fortunate enough to have the weather on our side and we couldn't have asked for better driving conditions.

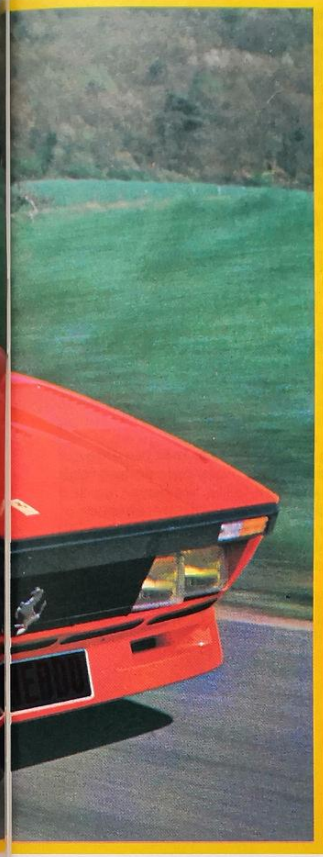
The sun was out and there was a fairly strong cool wind blowing. It was just the right kind of day to bring out the best from a turbo-powered engine. The wind undoubtedly helped the GTO along, pushing it from behind down the long straight road we had selected for testing. But I never once had the impression that I had really pushed the Ferrari engine to the limit before I had to let up on the accelerator.

THE FASTEST ROAD CAR IN THE WORLD

We managed a respectable 288 kph on our first run, the rev needle approaching the 7100 rpm mark but not quite making it, a figure few of its rivals reach with such ease. Our next attempt failed, there was a car ahead. We shot past but lost precious tenths of seconds in the process.

On the third run, the GTO reached a speed of 290 kph at the end of the first kilometre and the engine revs were higher going into the second kilometre. So far, so good. The rev needle was hovering over the 7500 rpm area and the speedo needle was on the other side of the 300 kph-barrier. I knew that I hadn't quite pushed it to the limit but I was forced to brake before we got to the end of the 3rd kilometre. Our calculations revealed an astonishing 307 kph! Unfortunately, we could not repeat the performance as we doubled back along our tracks, our experiment could have had disastrous consequences on innocent road users. We had every reason now to believe the constructor's 305-kph top speed figure. It would have been senseless continuing and risking other people's lives, unaware that the red blob in their rear view mirrors was a Ferrari homing in at lightning speed.

Our colleagues from Germany, *Auto Motor und Sport*, recorded a top speed of 303 kph in another GTO: therefore, the future Group B Ferrari easily qualifies as being the fastest (limited) production line car in the world. It is also the first road car to have got through the magical 300 kph-wall which other constructors have been claiming as their record for so many years now. The GTO is also amazingly stable. You feel as safe as in a GTB/GTS at 250 kph. The aerodynamics (front spoiler and larger rear wing) have obviously been redesigned for practical and not aesthetic purposes. On the other hand, and logically, the



Boasting a top speed of over 300 kph, and a standing kilometre time of 23s, the 288 GTO has everything an Italian sports car should have — good looks and a firey character

count before attempting such high speeds. A bump or a join at 130 kph can hardly be felt, whereas at the kind of speed you travel at in a Ferrari 288 GTO, could spell trouble...

The 288 features characteristically firm suspension whilst excellent wide Good Year "Eagle VR 50"s have been mounted, offering almost as much grip as race tyres. This means, though, that a bumpy road will produce a "hammered" ride and consequently affects the actual road holding.

250 KPH AFTER 1 KM AND IN LESS THAN 23s!

Getting off to a perfect start with the GTO is an extremely tricky business, but its acceleration times are absolutely staggering. The Borg and Beck hydraulic clutch, featured on the F1 Grand Prix Ferraris, withstands the strains of competition-type starts remarkably well. If you let the clutch out at between 4500 and 5000 rpm, the rear wheels scrabble madly for grip, the turbo sets to work immediately and the rev needle suddenly shoots up to 8000 rpm in the red band. The GTO leaps away in a cloud of blue smoke, leaving two wide black stains on the tarmac road surface. In spite of the rev limiter (it comes into operation at over 8000 rpm) the throttle should be used with the utmost delicacy to bring all that wild horsepower under control. Once second gear is engaged, full power is transmitted to the wheels. If you let the clutch out under 4000 rpm, the tyres cling so hard to the road that the engine loses on the revs. There may be a little throttle lag until the turbos come into play, then the GTO is rocketed forwards, the tyres losing none of their grip — that is how we obtained our acceleration times. Whilst we were busy with our acceleration tests, we were brought to realise just how difficult it is getting off to a perfect start in a turbo-engined car at a Grand Prix!

Ferrari claim a time of 12.7s for the standing 400m and that's the figure that has been confirmed by *Auto Motor und Sport*. Their time was identical whereas ours was slightly faster — we obtained an average of 12.6s (a terminal speed of over 180 kph in 3rd gear). Ferrari's official figure for the standing kilometre (4th gear) is 21.8s whereas we "only" managed to record a 21.9s. We'd just like to say that we did not keep a time recorded in 12.3s for the 400m-dash or a 22.5s-time for the standing kilometre, perhaps wrongly. We only succeeded in obtaining those figures once and although our time keeper insisted that he hadn't made an error, we didn't include them to work out the average times. Our runs were also carried out with two people in the car. The car weighed 1,278 kilos before the tests on half-full tanks. Ferrari announced a dry weight of 1,160 kilos and they had run their tests under more favourable conditions, ie, minus the tool box and spare wheel with just the driver inside and the minimum amount of fuel required in the tank. It's more than likely that the 21.8s figure reached for the standing kilometre, as well as the 0-200m acceleration figure of 15.2s (16.2s for our German friends) are realistic enough.

We would like to congratulate Ferrari. It's extremely rare that constructors of such swift and exclusive GTs go to such lengths to obtain accurate performance figures.

Enzo Ferrari had been wanting to launch a sportier version of the 308 GTB for a

GENERAL DATA SHEET

ENGINE

Construction
Location: Central, to the rear. Longitudinal.
Type: Ferrari F114 B, 90°V 8 cylinder.
Cooling: Water with 2 electric ventilators on front radiator.
Construction materials:
Block: Cast iron with aluminium removable cylinder liners, and Nikasil cylinder walls.
Head: Aluminium alloy.
Pistons: Forged in aluminium alloy.
Rods: Forged steel.
Crankshaft: Forged steel.
Crankshaft bearings: 5 main.
Distribution: Belt-driven double OHC per cylinder row 4 valves per cylinder.
Injection ignition system: Integrated electronic Weber-Marelli IAW indirect injection in admission trumpets.
Spark plugs: Champion A59G (diameter: 12 mm)

Firing order: 1-5-3-7-4-8-2-6.
Electric system: 12V/66 Ah battery.
Alternator: Bosch 14V/65A.
Lubrification: Dry sump.
Supercharging: Twin Ihi turbos with aluminium Behr intercoolers (1 per cylinder row), linked to single Ferrari wastegate.

Specification
Engine size: 2855 cc
Bore and stroke: 80 x 71 mm
Swept volume per cylinder: 356.9 cc
Compression ratio: 7.6:1
Maximum turbo boost pressure: 0.8
Angle between valves: 33°30
Maximum power: 400 bhp at 7000 rpm
Maximum torque: 50.6 mKg at 3800 rpm
Maximum revs: 7700 rpm
Specific power: 140 bhp/l
Linear piston speed at maximum power: 16.6m/sec at 7000 rpm

TRANSMISSION

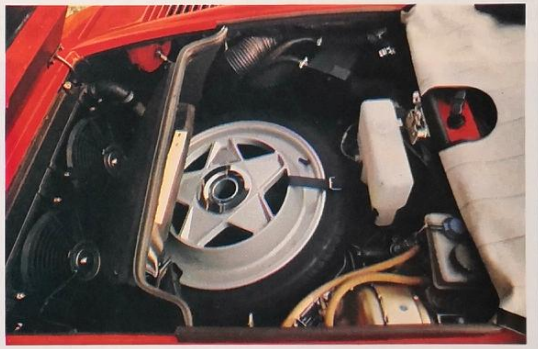
Type: rear wheel drive.
Gearbox: Ferrari Tipo F114, 5-speed manual + reverse.
Arrangement: Longitudinal, under engine. Transfer gear to lower centre of gravity of gearbox (approx 7cm).
Clutch: Borg & Beck double dry plate, hydraulically operated (diameter: 8 1/2 ins).
Differential: ZF limited slip differential (40%).
Final drive ratio: 2.9: 1 (10/29).
Engine-gearbox reduction gear: 21/28

Gearbox ratios:

Number of teeth	Maximum speed/ at 7000 rpm
1st: 3.692: 1 (13/36)	78.5 kph
2nd: 2.296: 1 (18/31)	126.1 kph
3rd: 1.636: 1 (22/27)	177.1 kph
4th: 1.284: 1 (27/26)	225.7 kph
5th: 1.022: 1 (30/23)	283.5 kph
Reverse 3.282: 1 (13/32)	

GENERAL DATA SHEET

The 288 features a 90° V8 engine, double OHC, twin turbos and air-air intercoolers. Its less-than-3-litre engine develops a tremendous 400 bhp. Just to give it a family air of early GTOs, three upright "gills" have been cut



BODY/CHASSIS

Structure: Tubular steel frame, composite materials used for bodywork (mainly fibre glass) and steel doors. Removable rear portion. Chassis bodywork assembled by Scaglietti
Bodywork: 2 door, 2-seater based on Ferrari-Pininfarina 308 GTB
Suspension:
Front: Independent by wishbone, mounted on special welded steel tubes, coil springs/concentric Koni hydraulic damper unit, anti-roll stabiliser.
Rear: As front, with twin spring damper assemblies.
Steering: Rack and pinion, turning circle lock to lock: 2.9. Turning circle between kerbs: 12 m. Height-adjustable steering wheel. Steering wheel diameter: 330 mm.
Brakes: Four ventilated discs, placed in wheels with four-piston aluminium alloy Ferrari/Brembo calipers.
Disc diameter: Front — 309 mm; Rear — 310 mm. Hydraulically operated, split front/rear circuit, servo assisted. Mechanical hand brake operating on rear discs.
Wheels: Forged aluminium one piece Speedline rims.
Dimensions: Front — A x 16 ins
Rear — 10 x 16 ins
Tyres: Good Year Eagle VR 50 (radial, tubeless).
Dimensions: Front — 2.25/55 VR 16
Rear — 2.55/50 VR 16
Tyre pressure:
Front — 2.4 bars; Rear — 2.7 bars

DIMENSIONS AND CAPACITIES

Wheelbase: 2,450 mm
Front/Rear track: 1,559/1,562 mm
Overall length: 4,290 mm
Width: 1,910 mm
Height: 1,120 mm
Fuel tank capacity: (2 light alloy elements): 135 litres
Unladen weight: 1,160 kilos
Weight/power ratio: 2.90/bhp
Rear/Front weight distribution: 45-55%

PERFORMANCE FIGURES

Maximum speed: 307 kph
Acceleration from rest to 100 kph: 4.9s
Rest to 200 kph: 15.2s
Standing 400 m: 12.6s
Standing kilometer: 22.9s

FUEL CONSUMPTION

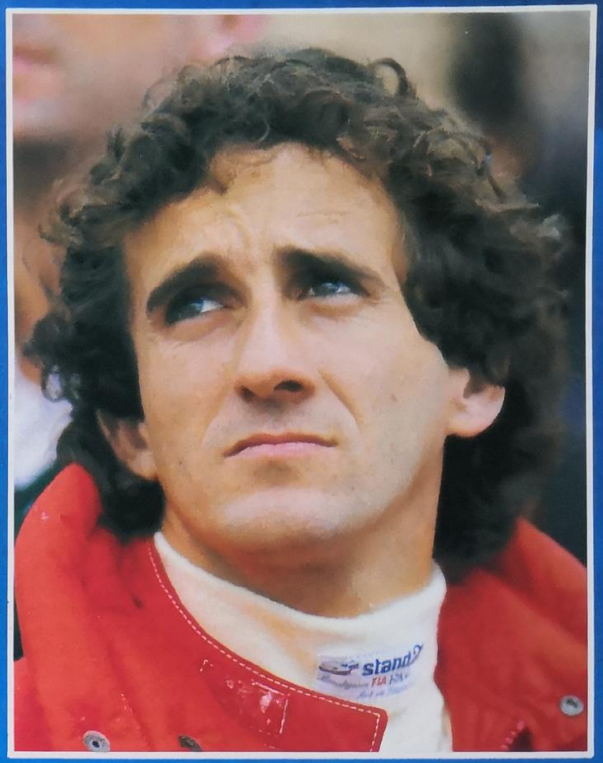
European standards:
8.4 l/100 km at 90 kph
17.5 l/100 km at 120 kph
Urban cycle: 10.6 l/100 km
During test (680 km) : 18.1 l.

PRICE

Only two hundred models have been sold, the following prices are therefore only approximate.
Italy: 193,200,000 liras.
France: 935,000 FF.
Switzerland: 203,000 FS.

PROST'S PATH TO THE F1 CROWN

IN THE FOURTEEN PAGES THAT FOLLOW, GPI RETRACES REIGNING WORLD CHAMPION ALAIN PROST'S FIGHT FOR THE MOST COVETED TITLE IN MOTOR RACING.



76-79 PROST AND RENAULT TO THE TOP

October 1975: Alain Prost receives the "Elf Paul Ricard" trophy from a highly impressed Ken Tyrrell. FISA's Jean-Marie Balestre looks on. Alain Prost was firmly launched on his way to the giddy heights of Formula One although at the time he had no idea.

The Paul Ricard circuit, October 1975. The fifth and last candidate in the "Pilote Elf Paul Ricard" finals had just finished his timed lap session. There was no doubt in the judges' minds. Not only had this candidate been quickest, but he'd also been the most stylish. Alain Prost's career in motor racing had just commenced. Aged twenty, this young man from the Loire area in France, was already well known amongst racing enthusiasts. He'd clinched a number of kart titles as the French champion, as well as the Junior European crown!

One year later at Imola. The last round of the National Formula Renault Championship had just ended. The winner had emerged several rounds before. It was, of course, Alain Prost. But this last race of the 1976 season had been rather special, in that everyone was wondering if the "Little Corporal", as he was known then, was going to do the "Grand Slam". Prost had in fact dominated from the start, winning the first twelve rounds of the 76 Championship! Unfortunately, his moment of supreme triumph did not come. A faulty ignition system took care of that. Prost's disappointment was immense. It was worse than having lost the title itself...

Alain didn't notch up as many wins during the 1977 season. He took part in the European Formula Renault Championship. He was up against fierce competition and it wasn't until the closing round that the title was decided in his favour when Alain vied with former karting team mate, Jean-Louis Bousquet. With only two seasons in motor racing behind him, Alain had been rewarded by two titles and eighteen wins. The Elf team wanted to be sure of keeping their prodigy. Alain became the official Elf-Renault driver. His mission was to break new ground with the 2-litre Renault engine fitted into a Martini chassis and compete in the Formula 3 series. It was a difficult year for Prost and his team. By dint of hard work they hauled themselves up alongside their rivals. At Jarama Alain Prost gave the Renault engine its first European Formula 3 Championship title.

"Looking back on my career," the Frenchman said later. *"That year was extremely useful. I found out what it was like driving in the thick of the pack and how to extricate myself out of tricky situations. I learned a great deal amongst the backmarkers..."*

The fact was that when Alain Prost and the Martini Renault Elf team entered the 1979 European Formula 3 series, they were ready and raring to go. He took the chequered flag on numerous occasions and established new records. It was as though the clock had been turned back three years to the period when Alain won all the races he entered. His record that season was an impressive one : six European victories, three home wins and, on top of that, the much sought-after F3 Monaco GP crown! The new European Champion was also bestowed with the French crown. Was he ready for Formula One ? *"I think I am,"* he replied at the end of his sensational season. *"Now I could be wrong, but I would be surprised. If am, then I suppose I'm not ready yet !"*

1976-79 RECORD

1976: National Formula Renault Championship
French Champion
Victories: 12

1977: European Formula Renault Championship (Martini MK20)
French Champion
Victories: 6

1978: Formula 3 Championship (Martini MK21B Renault)
French Champion
European Championship Placing : 9th
Victories: 1

1979: Formula 3 (Martini MK27 Renault)
European Champion
French Champion
Victories: 10

71-75 KART

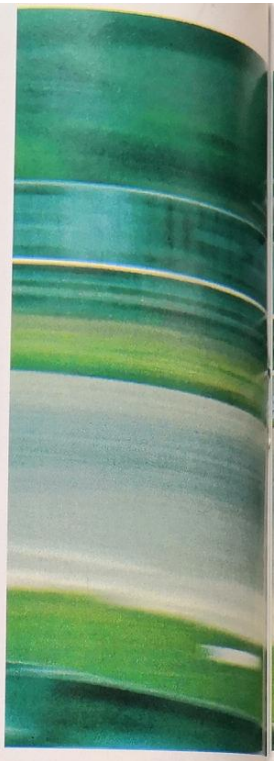
Alain Prost climbed up the international motor racing ladder between 1971 and 1975. Here he is driving No 29. His Karting experience taught him the tricks of the trade, especially how to survive wheel-to-wheel tussles..

Twelve victories in thirteen races! Alain Prost's first year in automobile racing was absolutely sensational. Never had anyone notched up such an outstanding record in Formula Renault. And the plucky Frenchman's record looks set to stand for a while yet. His rivals of the day are still trying to work out what hit them...

76 NATIONAL FORMULA RENAULT SERIES

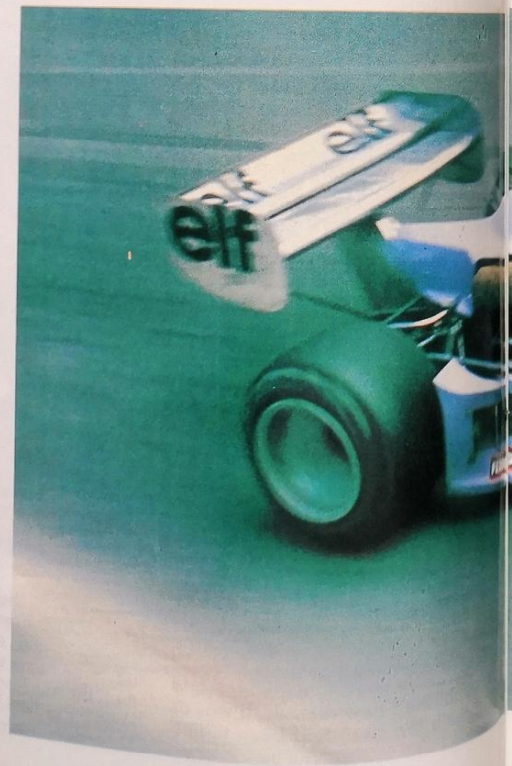
77 EUROPEAN FORMULA RENAULT CHAMPIONSHIP

Alain clinched another title with the Martini MK20. Alain had had to fight hard for the European crown. His fellow competitors were ruthless and well-seasoned and internal conflicts within the team meant that Alain found himself battling hard until the closing round. Alain Prost gave a fine demonstration of his great talents. He proved that he had the courage and determination peculiar to champions. Never once did he doubt he could do it.



77-78 FORMULA 2

Alain took part in only a few Formula 2 rounds. He was offered a contract to drive the second V6 Renault-engined Kaushen alongside Michel Leclère whilst he was taking part in the 1977 FRE series. He crossed the line in 10th position at Nogaro. A brilliant result since the car was, it must be said, extremely uncompetitive. He took part in another round, this time at Estoril, towards the end of the season, but his efforts went unrewarded. A suspension unit snapped at the half way point of an unpromising race. Things started looking up for Alain at the 1978 Pau Grand Prix. He was given a competitive drive in the Fred Opert Chevron B40. It was also the first time that Alain was not using Renault power, the Chevron was powered by a Hart engine. With a fifth slot on the starting grid (ahead of Laffite), he was an early retirement with over-revving problems.



82 RALLYING

Alain was keen to try his hand out at Rallying. It was simply a matter of getting all the ingredients together. For his "first ever" at the 1982 Var Rally, Snobeck prepared a Group B turbo-charged Renault 5, developing 200 bhp, with Jean-Marc Andrié (Jean Ragnotti's co-driver) in the passenger seat. Alain was regularly amongst the eight fastest on each stage but was forced to retire mid-way when the throttle jammed.

78-79 FORMULA 3

Prost's debut as the works Renault-Elf driver was a difficult one. His mission in the Martini Oreca team was to break new ground with the Renault 2-litre engine. It was by no means an easy task, but by dint of hard work, Prost and his team began to reap the fruits of their efforts. The following year, the goddess of success smiled down on them. The Renault-engined Martini MK27 notched up victory after victory, and its driver became the European Champion.

F1 1980

REVELATION

October 1979. The little man stood there looking enviously at the Watkins Glen Paddock, a wistful expression in his eyes. *"If you like,"* said the Marlboro director, *"McLaren will prepare a third car for you."* Prost refused. He was anxious not to ruin the excellent reputation he had acquired in F3 by taking part in a Grand Prix at the wheel of an inadequately prepared car. *"I'd rather put in a lot of testing over the winter,"* came the reply to the sponsor's question. A few weeks later the results obtained during testing forced McLaren to make a rapid decision. Watson's team mate during the 1980 season was going to be Prost. Not Tambay. The reasons behind Teddy Mayer's choice were quickly revealed. Prost scored his first Grand Prix point at the opening round in Argentina in 1980, and then another in the second round (Brazil). And that was all. McLaren was out on the side line for various reasons: the team manager was getting on in years, the engineer had lost his motivation, the cars weren't always as thoroughly prepared as necessary and the aerodynamics hadn't been fully understood. Whereas Watson, on the one hand, began slipping during the first half of the season, Prost, on the other, gave a fine demonstration of his skills. He proved he could be a fighter and a finisher despite his car being completely outdated. The only difference between yesterday's Prost and today's is that he has vanquished his shyness.

Later on in the season, engineer John Barnard joined the team and Prost quickly proved that he was a potential winner driving the M30 which "old" Watson had deemed unworthy. In three rounds, France's up-and-coming driver became the revelation of the season. All the teams were keen to take him on for 81. The offers came pouring in. John Barnard's joining the team, together with promises from Ron Dennis, almost persuaded young Prost to sign. At the closing round staged at Watkins Glen, Prost had his fifth shunt of the season. A nasty one. Despite severe bruising, Alain was asked to start the race in order to receive the starting money. It was all that Prost needed to accept Renault Sport's offer. *"I wanted to combine my Formula One effort with France's venture into turbo technology. I love challenges."* It also came as a great relief to Alain.

1980 RECORD

Grands Prix: 11
Offs: 5
World Championship Placing: 15th, 5 points.

1981 SENSATION

In view of the good results Prost had chalked up the previous season, the Renault Elf Team were confident they had made the right choice as the 1981 season kicked off. René Arnoux was given the status of number one driver with Prost as the "promising student". Prost wasted no time in revealing his extraordinary potential. Unfortunately, the circumstances were not right to enable him to use his talents to the full. The introduction of "Brabham" hydraulic suspension units (which were accepted as legal by FISA) soon put the French team — and others — in a tricky spot. Renault had reliability problems and as if that wasn't enough, it took longer than expected to make the RE30 competitive. By the mid-season, Prost had only notched up four points. It looked like he was being jinxed, just like his predecessor Jean-Pierre Jabouille. And then everything took a turn for the better and Prost scored his maiden Grand Prix victory at the French Grand Prix held at Dijon. The full extent of Prost's skills came to light on August 2, 1981, at Hockenheim when he obtained his first pole position and was involved in a long and exciting duel with a certain Alan Jones... Prost was finally accepted as a star of the sport. He was lucid, cool-headed and full of self confidence. His driving was both aggressive yet stylish and his precise smooth driving techniques made it all look so easy. The revelation of 1980 had already become a sensation. And his second season in Formula One wasn't over! A rightful heir to the likes of Lauda, Stewart, Clark, etc.

Alain tucked away more victories under his belt in Holland and Italy. Since his early season had been unsuccessful, he had resigned himself to the fact that it would be preferable to end his first season on a (very) high note rather than feel frustrated at having missed clinching the World Title. July's four points had become forty three by Las Vegas. Against World Champion Piquet's fifty. Less than a victory away from the final goal! He'd come so near to winning the British, Austrian and Spanish rounds. Three times he'd been forced into retirement whilst in the lead. Prost's entry into Formula One had been successful. He knew he had the talent and had the "fighting spirit". He was highly motivated and determined to win. He had organised his team to suit his ways and needs. One for all, and all for one, was his motto. Strangely enough, although 1981 was the year that launched Prost on the path to success, it also left Arnoux an extremely discontented man. His driving took a turn for the worse and he was lacking in self confidence.

Some even went to say he'd caught the "Prost complex". It is true that each time the two team rivals came together, it was always the younger driver who had the last word.

1981 RECORD
Grands Prix: 15 **Pole Positions:** 2 **First Rows:** 5 **Victories:** 3 **Lap Records:** 1 **Offs:** 4 **World Championship Placing:** 5th, 43 points.

1982 DISAPPOINTMENT

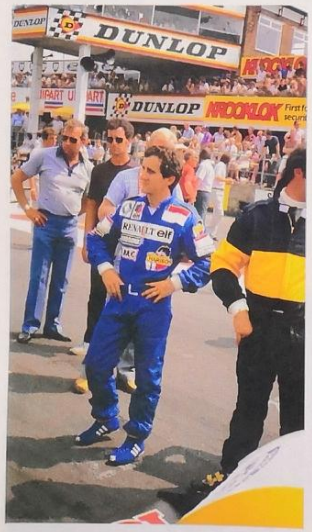
"*You're talking to the future World Champion,*" warned Prost as the new season got underway. He'd made a name for himself at South Africa when he had a terrific carve up through the field after being delayed by a puncture. He was declared the victor at Rio by the FIA who disqualified both the winner and the runner-up. There was no stopping Prost from scoring victory after victory as he stashed away more and more Championship points. He was a regular feature on the front row of the starting grids. Two things then occurent simultaneously to hinder Prost's ascension to the giddy heights of F1. Firstly, the turbo war became fiercer as the opposition made headway, making fast qualifying times insufficient for a legitimate claim to the Crown. Secondly, Arnoux and Prost had a character conflict which developed into an open quarrel as results became fewer and the engine became less and less reliable. In an effort to keep his team together, Larrousse appointed Prost as the number one driver towards the mid-season. Arnoux was furious and made his feelings known to the press at the next GP which they headlined as the "Paul Ricard Rebellion". Paradoxically, the kudos went to the revolter. "*From now on, it's going to be each man for himself,*" announced Prost. But points were sporadic, with retirements in Canada, Holland, Germany and Italy due to turbo and injection failures (not forgetting the much-talked about electric system). But there were also the accidents like when Prost crashed at Monaco on his way to a convincing win. Was it a mechanical failure or had Prost underestimated the car's behaviour on the damp track?

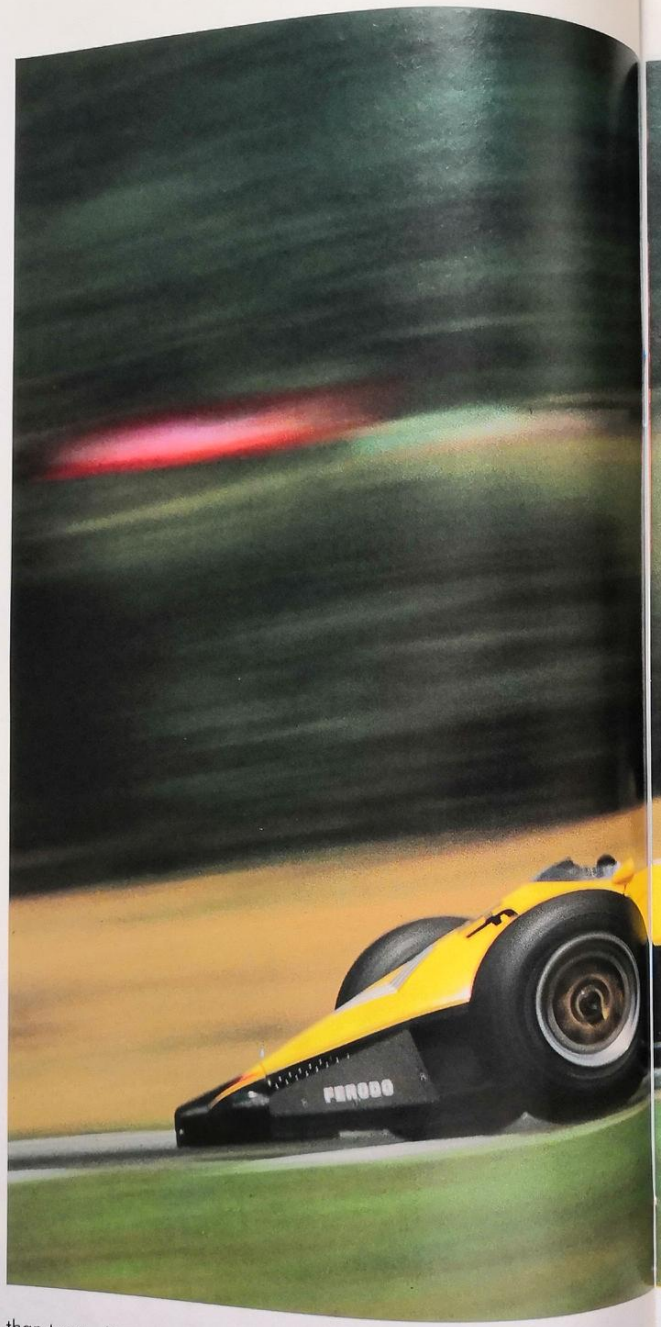
With an unencouraging record of nine retirements in 16 GPs, Prost was psychologically a beaten man. 1982 was a bitter pill to swallow. "Rosberg wins title because Prost didn't," journalists wrote. That year, Prost was the pole position World Champion. But that has never been the way to dominate your opponents in F1.

1982 RECORD
Grands Prix: 16 **Pole Position:** 5 **First Rows :** 8 **Victories:** 2 **Lap Records:** 4 **Offs:** 3 **World Championship Placing:** 4th, 34 points.

DESOLATION

"We'll be trying for the third time in 1983." A rather obvious statement from Gérard Larrousse, but it betrays his impatience. Prost, too, was impatient. Would his third attempt be crowned with success ? All the necessary ingredients of a hypothetical success were available. This time a second driver, not an enemy, was going to be brought in to replace Arnoux. By Long Beach, the all-carbon fibre RE40 had replaced the RE30C featuring water injection, a sophisticated cooling system, finer aerodynamics and so on. This time, though, Prost trod warily. It was more important to be a regular finisher over a long period



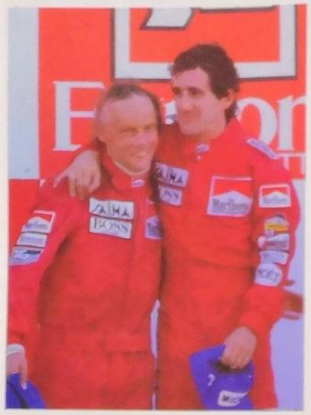


than to sparkle episodically. It was the right recipe. Prost was a winner on four occasions (France, Belgium, England and Austria), and scored points at four more rounds. If it had been any other season, it would have been a case of "clearly dominated", but this time there was strong opposition to contend with: Piquet (Brabham) and Arnoux (Ferrari). Suddenly, his record of thirteen finishes was ended by two hard blows. Alain shunted in Holland — the Frenchman's first big mistake — and his retirement in Italy — the first in 1983.

Prost's championship lead on the eve of the European Grand Prix had melted and the three title hunters were bunched within five points of each other. All three men had visions of themselves on the top step of the Brands Hatch rostrum. If not there, then in South Africa. Realising this was the closest he'd ever got to the suppreme accolade since his professional motor racing career had begun, Prost played careful. Ultra-careful. This time, he was again successful. Pironi was to have been France's first World Champion but bad luck dictated otherwise. Alain Prost took up the gauntlet. He was leading Piquet by two points when the circus set up home at Kyalami. But that was also the beginning of the Prost/Renault divorce when Prost's Renault refused to go the full distance. Time was running short. There was only one team he could go to. McLaren.

A move that he didn't regret. Neither did the "master" Niki Lauda. Together, they formed the most talked-about F1 outfit during 1984.

1984
FRUSTRATION



How can a driver equal Jim Clark's record by winning seven Grands Prix in one season and still miss winning the World Championship by half a point? Alain Prost must have thought and rethought about the anticlimax to his sensational season.
However, there was a "but"... And that "but" was Niki Lauda. Although the former World Champion was often dominated by his young team mate in both qualifying and the race, he proved that he was a fully accomplished race tactician. The Austrian's faultless season was punctuated by enough wins and rostrum placings to give him the World Title.
Alain Prost was always a leader in the outstanding McLaren TAG but missed the bus on a couple of occasions, and at the Austrian GP in particular, where a trail of oil almost certainly came between him and the title. It is ironic that there was never a Prost/Lauda no-holds-barred battle during the season. It was either one or the other, not both! They utterly overshadowed their rivals. The Frenchman scored seven wins and the Austrain five, but wily Niki Lauda was more often in the points. Yet again, regularity rather than ostentation paid off. 1985 looked set to be his year for revenge. He had the same weapons and the same team mate. With the difference that this time *he* was the outright winner.

1984 RECORD
Grands Prix: 16 Pole Positions: 3 First Rows : 11 Victories: 7 Lap Records: 3 Offs: 2 World Championship Placing: 2nd, 71.5 points.

ELIO DE ANGELIS

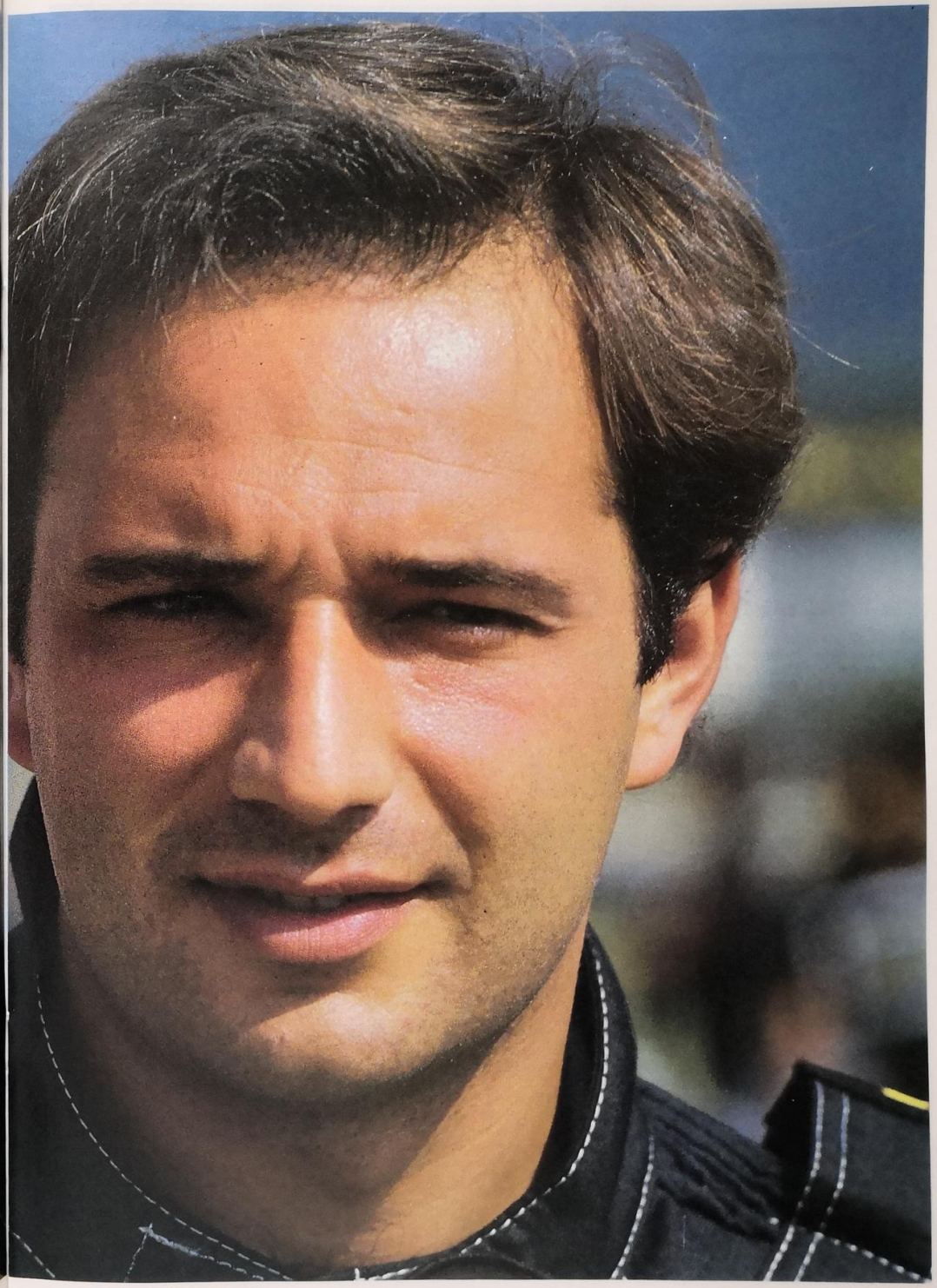
THE GENTLEMAN'S RELISH IS REVENGE

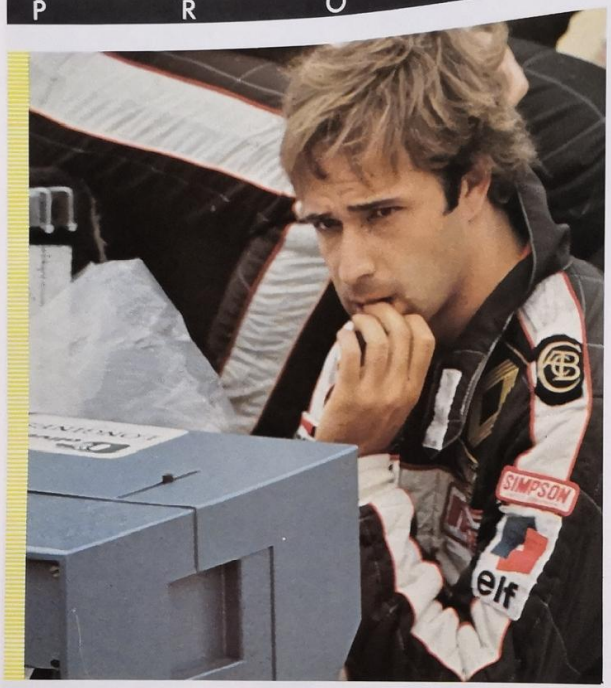
IN FORMULA 1 TERMS, THE LOVE AFFAIR BETWEEN LOTUS AND ELIO DE ANGELIS WAS A LONG ONE. PIQUET MAY HAVE SPENT MORE TIME AT BRABHAM, AND LAFFITE STAYED LONGER AT LIGIER, BUT SIX YEARS AT LOTUS SUGGESTS A LOT OF LOYALTY FROM A TALENTED YOUNGSTER WHO WAS STILL BARELY 22 WHEN HE DROVE HIS FIRST RACE FOR THE BRITISH TEAM.

by Mike Doodson

When Elio de Angelis joined Lotus in 1980, he and Colin Chapman were a mutual admiration society. In this wealthy but talented young man, Chapman saw the promise of patrician values coupled with Latin fire and a desire to prove himself in an environment where money is no substitute for talent. De Angelis saw Chapman as a designing genius who wished to nurture and protect him. The alliance endured between team and driver even after Chapman's sudden death in December 1982. But on an afternoon in June 1985 it all fell apart.

The liaison lasted through some exceptionally tough times. There was the period in 1981 when the budget dried up because the sponsor had been incarcerated in Switzerland, and it was Elio who lifted the team from the aftermath of that setback by narrowly beating Keke Rosberg to the line and winning the 1982 Austrian GP. That race provid-





ed Lotus's first victory in four years, and it restored enough of John Player's faith to sustain their substantial sponsorship for several more seasons, even though Colin Chapman's death at the end of the year raised doubts about the team's ability even to survive without him.

"I WAS LEFT TO TRUNDLE ROUND LIKE SOME NEW KID ON THE TEAM"

Lotus certainly needed its sponsor's faith, for 1983 started appallingly, even for a team which had lost its leader and was to find itself at the bottom of the learning curve of turbo technology, further complicated by a switch to a then inexperienced tyre producer. Following Gérard Ducarouge's arrival as chief designer, the men from Hethel ended up by building three new cars in one year to re-establish their reputation. Their reward in 1984 was to be the only team which got even close to challenging the red and white McLaren-TAG steamroller. It was only when mechanical failures ruined his finishing record that Lotus's standard-bearer — de Angelis again — was obliged to give up hope of maybe even beating the McLaren drivers to the title.

It was in 1985, however, that de Angelis fell out of love with Lotus. Less than a month after winning his second GP for Lotus, after a race at Imola from which three front runners retired when their fuel expired in the last couple of laps, he brought his Lotus-Renault home to cheers of acclaim for his intelligence coupled with exactly the right amount of speed.

Nevertheless, he can pinpoint the day, even the hour, when disaffection crept into the relationship. Like so many affairs of the heart, there was another person involved, and as far as Elio is concerned, the Jezebel was none other than Ayrton Senna.

The occasion was Lotus's test session at Ricard, two days after the 1985 Monaco Grand Prix. "*I was put on one side by Lotus. Starting right then, all they could think about was Senna. There had been some criticisms of the way I had been driving, because I had been more cautious than Ayrton. But the result was that I was leading the World Drivers' Championship from Prost and Alboreto. However, when I got to the circuit they allowed me on the track just to do three laps. Imagine, on the day that Lotus chose to humiliate me, I was leading the World Championship, and I was left to trundle round like some new kid on the team.*

"*It was that same night, when I left the Ricard circuit, that I made up my mind to leave Lotus. From that moment onwards, as far as I was concerned Lotus was a chapter in my career which had been completed. I didn't want to be treated like that ever again.*"

His sense of rejection was all the more acute because he felt that Senna, for all his undoubted ability and speed, had acted in a fashion that was less than responsible. "*I knew from the beginning that it was going to be a difficult year. I knew that he would be a difficult person, of course. I admired his determination, and he is very determined — maybe too much. I felt that he found it necessary to show off his ability: even with the success that he had with Toleman the previous year, he was desperate to show that he had something more. Like the Arabs say, 'It is written'. There is something strong inside his mind: sometimes it is good for him, sometimes it is very bad. I think he found the ground at Team Lotus to build up his personality, with the help of Peter [Warr]. Ayrton became a protégé to Peter, almost like a son, his own discovery. But he is very quick, I must say.*"

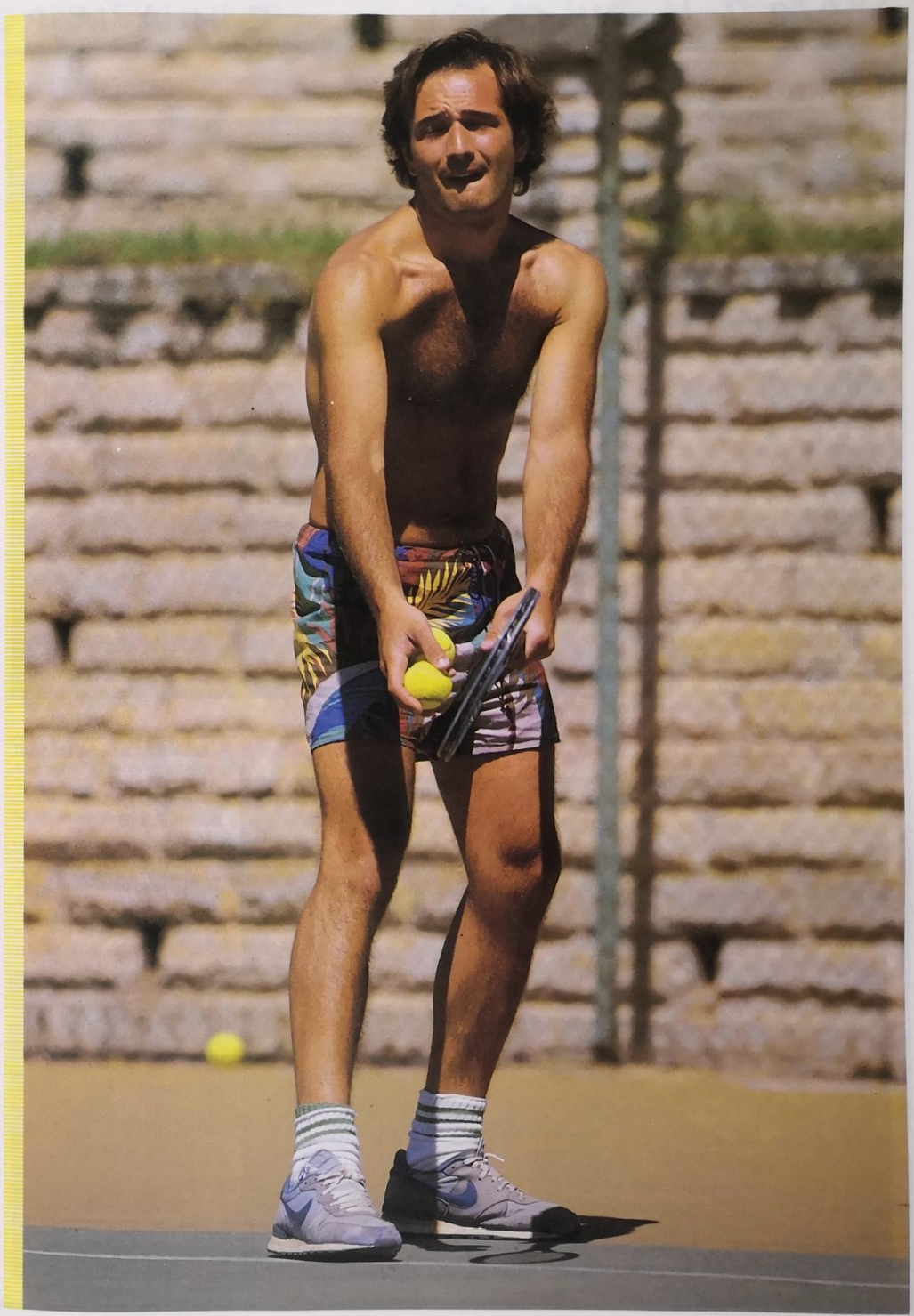
Elio goes so far as to suggest that Senna's attitude has been machiavellian. He still smarts about the accident in the South African GP when Senna almost took him off the road in an overtaking incident which might have put the two men off the road in a stupidly fratricidal battle. Indeed, he says, "*With Ayrton I had no difficulties until South Africa. I was so angry that I almost came to blows with him in the pits afterwards. And although we later shook hands on the matter, that was not the point. I think that was the incident which completely brought out his [true] character... I mean, with me. It's not a matter of whose fault it was, I am just saying that what he did to me was not right. He is a very strange guy, and he had a strange attitude towards me.*"

"AYRTON BECAME A PROTÉGÉ TO PETER, ALMOST LIKE A SON"

Those personal difficulties with Senna would never have arisen, Elio says, if the Brazilian hadn't been encouraged by Warr. As far as Elio is concerned, in 1985 Peter Warr betrayed the Lotus team spirit in a manner which would have offended Colin Chapman. "*There is nothing in common between their two methods. Chapman was the boss, a charismatic man with a strong personality second only to Enzo Ferrari's. Peter Warr is a very ambitious man and a capable team manager, although perhaps he tries to do too much. It would not be difficult for Lotus to spread the workload more widely, and I don't know why they don't do that, because one day this situation could be very dangerous for the team.*"

There was a feeling at Lotus in 1985 —which Warr never evoked in so many words — that Elio had become something of a plodder, perhaps less motivated than he should have been in comparison with his brillant young team mate. Was it a handicap, I asked, for him to be a more mature, perhaps more reflective, driver than Senna had been last year?

"*Well, first of all I think Senna had a*

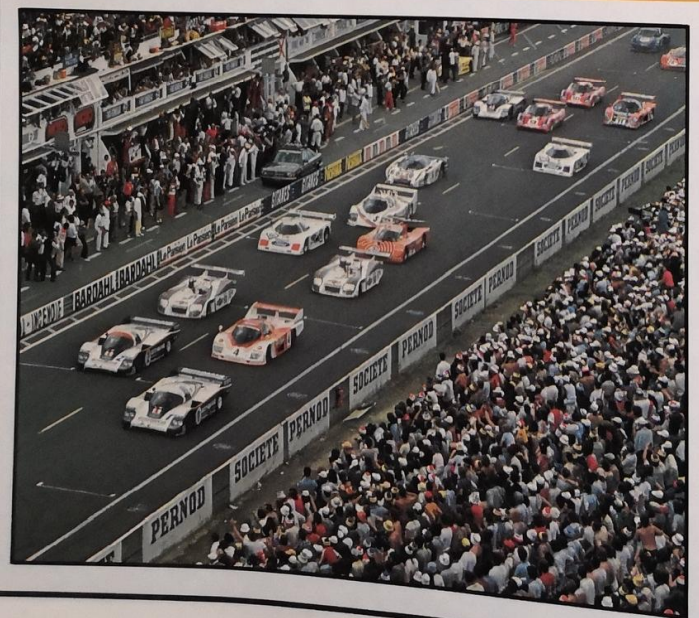


1986 WORLD CHAMPIONSHIP CALENDAR

FORMULA 1

MARCH
23: Brazil (Jacarepagua/Rio)
APRIL
13: Spain (Jerez de la Frontera)
27: San Marino (Imola)
MAY
11: Monaco (Monte Carlo)
25: Belgium (Spa-Francorchamps)
JUNE
15: Canada (Gilles Villeneuve/Montreal)
22: Detroit
JULY
6: France (Dijon)
13: Great Britain (Brands Hatch)
27: Germany (Hockenheim)
AUGUST
10: Hungary (Budapest)
17: Austria (Osterreichring/Zeltweg)
SEPTEMBER
7: Italy (Monza)
21: Portugal (Estoril)
OCTOBER
12: Mexico (Magdalena-Mixchuca)
26: Australia (Adelaide)

ENDURANCE



APRIL
6: Mugello (I)
20: Monza (I)˙
MAY
4: Silverstone (GB)
31/June 1: Le Mans 24 Hours (F)
JUNE
29: Norisring (D) ˙
JULY
20: Brands Hatch (GB) ˙
AUGUST
3: Mosport (CDN)°
24: Nürburgring (D)
SEPTEMBER
14: Spa-Francorchamps (B)
OCTOBER
5: Fuji (J)
NOVEMBER
23: Surfer's Paradise (AUS)
DECEMBER
7: Selangor (MAL)˙

(˙ Drivers only)
(° Subject to circuit approval)

RALLIES

JANUARY
18/25: Monte Carlo (MC)
FEBRUARY
14/16: Sweden (S)
MARCH
4/9: Portugal (P)
APRIL
30/March 3: Safari (EAK)
MAY
1/4: Tour of Corsica (F)
JUNE
May 31/5: Acropolis (GR)
JULY
3/9: New Zealand (NZ)
AUGUST
3/10: Argentina (RA)
SEPTEMBER
3/7: 1000 Lakes (SF)
23/27: Ivory Coast (CI)˙
OCTOBER
12/18: San Remo (I)
NOVEMBER
16/20: RAC (GB)
(˙ Drivers only)

OTHER RACES

FORMULA 3000
March 31: Thruxton (GB)
April 13: Silverstone (GB)
April 27: Nürburgring (D)
May 4: Vallelunga (I)
May 19: Pau (F)
June 29: Mugello (I)
July 20: Enna-Pergusa (I)
August 17: Osterreichring (A)
August 31: Jerez (E)
September 14: Donington (GB)
September 21: Le Mans (F)

EUROPEAN TOURING CAR
March 23: Monza (I)
April 6: Donington (GB)
April 13: Hockenheim (D)
May 4: Misano (I)
May 18: Scand Raceway (S)
June 8: Brno (CS)
June 15: Osterreichring (A)
July 6: Salzburgring (A)
July 13: Nürburgring (D)
August 3: Spa-Francorchamps (B)
September 7: Silverstone (GB)
September 18: Zolder (B)
October 12: Estoril (P)

IMSA
February 1/2: Daytona 24 Hours
February 22: Miami
March 21/22: Sebring
April 5/6: Road Atlanta Camel GT
April 26/27: Riverside Camel GT
May 3/4: Laguna Seca Camel GT
May 17/18: Charlotte Camel GT
May 24/26: Lime Rock Camel GT
June 7/8: Mid-Ohio Camel GT
July 5/6: Watkins Glen GT
July 2/3: Portland Camel GT
August 2/3: Sears Point GT
August 23/24: Road America GT
September 20/21: Watkins Glen Camel GT
November 29/30: Daytona Camel GT

NASCAR
February 15/16: Daytona 500
May 3/4: Talladega Winston 500
July 3/4: Daytona Firecracker 400
July 26/27: Talladega Winston 500
August 9/10: Michigan 400 / IROC

USAC
May 10/11: Indianapolis Qualifying
May 17/18: Indianapolis Qualifying
May 25: Indianapolis 500

SCCA
May 17/18: Riverside Trans-Am
May 31/June 1: Sears Point Trans-Am
June 14: Portland Trans-Am
July 12/13: Mid-Ohio Trans-Am
July 19/20: Brainerd Trans-Am
August 2/3: Road America Trans-Am
August 8/9: Lime Rock Trans-Am
August 23/24: Watkins Glen Trans-Am
September 13/14: St Louis
September 27/28: Sears Point Trans-Am

more accidents that he actually had. That kind of driving doesn't always pay off. I had six years at Lotus, and I think that I've been crazy enough with this team. People tend to forget: I've gone jumping over the top of other cars, and banged wheels with people. I've done all those things. But once you've done it, you quickly realise that your chances of having a big shunt are increasing.

"As far as motivation is concerned, I have much more now than when I started. Now I know exactly what I want: I'm not doing this just for the pleasure of driving Formula 1. That pleasure is what my Brazilian team mate was enjoying last year."

Does that mean that there is more pleasure to be had from winning points rather than pole positions and fastest race laps? *"Look at Lauda. People say he isn't quick anymore. But when the race starts, he's really fast... and he's been World Champion three times. Senna has been compared in Italy with Gilles Villeneuve, and me with Lauda. But I could have done two races in 1985 — Imola and Canada — like Senna did, by taking the lead and staying there knowing that there was no hope of the fuel lasting. I am unspectacular in the car because I work out the situation. Senna is certainly more spectacular than I am..."*

"AS FAR AS MOTIVATION IS CONCERNED, I HAVE MUCH MORE THAN WHEN I STARTED"

In every argument, of course, there are two sides. Peter Warr himself, when questioned, emphasises that Lotus policy in recent years has always been to supply his drivers with equal equipment. But when one of them consistently shows more speed than his team mate, then the faster of the two gets the better attention if it is not possible to supply them equally. As we shall see later, this argument certainly applied to Elio when his companion on the team was Nigel Mansell.

"I FOUND MYSELF BEING LEFT OUT OF THINGS, BOTH TECHNICALLY AND MORALLY"

Perhaps Elio belongs to a different era of racing. When he joined Lotus, after a year at Shadow, he had already successfully sued Ken Tyrrell in a British court for having failed to honour a contract between them. In turn, Elio had been successfully sued by Don Nichols of Shadow for walking out of a contract. But the young Italian had a strong sense of tradition, and when he joined Lotus as team mate to Mario Andretti there was never any question of him wanting to compete aggressively against his partner, even if the American's F1 career showed signs of slowing down.

Though Elio has regrets about leaving Lotus, they involve the people there with whom he was able to be close. Of these, the best known is certainly Gérard Ducarouge, who arrived at Hethel after the 1983 season had already started and managed to turn the disastrous technical situation around in a matter of weeks. I asked Elio whether the relationship with the "Duke" had always been cordial, and he replied exactly as you would expect from a gentleman like him.

"A friendship is a friendship: you should never consider it in terms of 'ups' and 'downs'. Gérard is the sort of friend that I would have even if I was not involved in the business of racing. Professionally, a racing engineer must always give his attention to the fastest car on the team, because that's the rule of the game. For a series of reasons which should euphemistically be described as coincidence, Senna was faster than me. So Gérard, who doesn't get involved in politics, was put on to the faster car, which happened to be Senna's. I would have expected him to have come down on my side within the team. It didn't happen, but I can't blame him. All the decisions at Lotus are taken by Peter Warr, and I found myself being left out of things, both technically and morally. Gérard and I still have good relations, of course. Now I'm racing against him, of course, but I would have preferred to win at the wheel of one of his cars."

I was intrigued to know whether Elio felt any irony in the fact that one year after Nigel Mansell had been made to feel so unwelcome at Lotus it was to be his, Elio's turn, to feel like a gooseberry. Certainly his mechanic, Nigel Stepney, who followed him from Shadow, saw (and regretted) the parallel.

Elio doesn't quite see things in those terms. *"Although we received similar technical and psychological treatment, I think my situation was a little bit worse than Nigel's. He had the advantage of being English, which made things better for him, easier for him to cope with what was happening. And sponsor-wise he had an advantage. Right to the end, he seemed to be enjoying his driving, while I must admit that I did not enjoy driving my last few races for Lotus."*

"PERHAPS RENAULT ARE BEGINNING TO GET A COMPLEX ABOUT BEING SECOND"

At the Austrian Grand Prix, following Nelson Piquet's acceptance of an unrefusable offer from Frank Williams and Honda, Elio had signed an option to drive a Brabham. For many weeks there was no official confirmation of the deal, although Elio was confident enough: *"I broke my links with Lotus when I gave a big dinner at Brands for the Chapman family, Peter Warr and Gérard, when I told them my intention of leaving."*

Clashes of personality were not the only irritants for Elio at Lotus in 1985. He had felt let down by Renault 1984, only to suffer even more faults and failures in 1985. What caused so many problems? *"It's very difficult to say, because I am not a technician. The only thing that I could see clearly was that they had too many teams to supply. Unfortunately, that cost them some championships. They could not concentrate very well on one team.*

"*A serious problem at Renault is that they have been so close to success so many times that maybe that are beginning to get a complex about being second. Last year* [1984] *they let me down when there was something to be done, and maybe they could have done something more. Always 'if'... but the fact is that if they had given us the works engine last year, perhaps the situation with McLaren would have been different. Maybe it is a mistake which they will not be making again in 1986, because I heard that they will stay mainly with Lotus, plus one other team.*" Those words, spoken before Guy Ligier arm-wrestled Renault engines out of his buddy Mitterrand, imply one of the reasons why he is happy to be with Brabham.

"*I think that Brabham is the only place that I wanted to go. If it was not going to be Brabham, it was going to be nobody. I am always looking forward: I would never go back. I always had a possibility, for many years, to go with Brabham, and this year I took it.*" He started testing the 1985 car at Estoril in December, when he commented favourably on the power of the BMW engine and the improvements made by Pirelli with their tyres. The latter remark was important psychologically, for Elio did not spare Pirelli designer Mario Mezzanotte's feelings after some less than wonderful experiences on Pirellis in the one year that Lotus spent with the Italian company.

"I RESPECT KEKE AND HE RESPECTS ME"

While waiting for the exciting new Brabham-BMW BT55 with its "lie flat" engine and reclining driving position, Elio lives a quiet, albeit opulent life in Monaco. He spends a lot of time in the company of Ute, his German girlfriend, sometimes at her place near Heidelberg. She is a model but seems to spend more time with Elio than she used to. Grinning, she explains that a model, at 27, is beginning to get too old for many publications.

His family, one of Italy's wealthiest, is in the construction business, yet the Monaco appartment is small, "*Very average,*" as he says: "*in fact it is my only property, because all the rest is in the hands of my family.*" He is friendly with Nelson Piquet ("*a very nice and very honest person*") and even chummier with Keke Rosberg. "*The main thing is that we respect each other: he respects me and I respect him, because for sure he is one of the quickest racing drivers in the world. We more or less grew up together in Formula 1, and we never had any problems together, we never had one hard word to say about each other. I like that, and we would like each other even more if we were not both involved in racing.*"

He loves cars, although he's not so keen on the bullet-proof limousines which greet him on the tarmac as he steps off planes in Italy, where all wealthy people are liable to kidnap attempts by political extremists. His personal collection includes the inevitable Mercedes (a 500 Coupé) and no fewer than three Porsches, the marque for which he has a weakness that extends to a 928S and two 911SCs (a Coupé and a Cabrio). Apart from Lotus racing cars, incredibly, the only Lotus which he ever drove was Colin Chapman's own modified Esprit Turbo. Nevertheless, when a new Lotus agency was opened up in Monaco just before last year's GP, he went along to its opening, where a green Esprit was exhibited with his name displayed on its door in gold leaf.

Although he has tried flying planes, he has no intention of getting himself qualified as a pilot. "*There are not really many routes available for private flying, it's not as free as you might think. In a way, it's a bit like being a taxi driver, because you can't go where you want to go, someone else decides the route for you. I've done quite a lot of hours' flying, enough to get a licence, but I don't want to take the examinations. I think it must be against my mentality!*"

"I'M GOING TO STOP SAYING THAT I'M A GOOD MUSICIAN"

His love for music and a talent for piano playing are already well documented. They've even been exploited, because he was invited to play on German TV before last year's Grand Prix at Hockenheim. "*But I think that I'm going to stop saying that I'm a good musician, because I want to concentrate more on motor racing. It's not that I'm not concentrating enough, but it's something that gets in the way. I won't say that I'm going to give up music, but I shall stick more to my racing programme. Still, I love music: I had a classical training and I only gave up because I didn't want to end up playing in the Swedish Embassy or wherever. Now, I don't want it to detract from my racing. Music is my second love, and I don't think I would be satisfied with two loves in my life.*"

"I DON'T THINK I WOULD BE SATISFIED WITH TWO LOVES IN MY LIFE"

The Brabham drive is clearly a "make or break" opportunity for his career, which will be less musical in 1986. His reputation now lies in the hands of Brabham designer Gordon Murray. A good car will ensure that Elio puts all of his time and energy into winning races. A dud chassis will cause him to lose interest very suddenly.

It is the opinion of many that we have not seen the best of Elio de Angelis yet, and a rivalry with Senna could make that particular combination of personalities a fiery one as they race against each other in a possible reckoning-up of old scores. It's just one of many scenarios to relish as the new season starts. Certainly, Elio de Angelis is not sorry to face an entirely fresh prospect at Brabham in 1986. ■

1985 USA SEASON

OLD BOYS' SUCCESS STORY

CART, IMSA, NASCAR AND TRANS-AM. UNSER SR, HOLBERT, WALTRIP AND DALLENBACH JR CLINCHED THEIR RESPECTIVE CLASS TITLES IN WHAT PROVED TO BE A THRILLING SEASON ON THE AMERICAN CONTINENT.

by Christian Courtel

CART
UNSER AND SON

It was anyone's guess as to who would win the 1985 CART Championship title. The bookies' favourites were the 'oldies' but 'goodies', like Mario Andretti, Bobby Rahal, Emerson Fittipaldi. Talented youngsters such as Danny Sullivan and Al Unser Junior also figured high on their lists. Strangely enough, Al Unser Sr was the early season outsider. The former 1970 USAC and 1983 CART champion had been unable to find a good team after an only moderately successful season during the 1984 series. It seemed that "Big Al" was on his way to a well deserved retirement with an impressive racing record to his credit which included three wins at the Indianapolis 500 Miles.

Al Unser finally managed to get former team boss Roger Penske — the man who dropped him in favour of Danny Sullivan — to take him on to race in three 500 Miles rounds (Indy, Pocono and Michigan).

Roger Penske was in face pleased with the arrangement since six months earlier regular driver, Rick Mears, had been the victim of a serious crash at Sanair and was still not 100% fit to race throughout the whole season. Unser would fill in for him on the road circuits which because of their bumps caused much pain to the younger man's ankles. Mears had no problem driving on the ovals which are also physically less tiring.

Al Unser was a consistent 'top-three' finisher in company with two other 'veterans', Mario Fittipaldi and Mario Andretti, scoring valuable points at nearly every round. As the season wore on, Fittipaldi and Andretti began to tire whilst Sullivan and Rahal, after a disappointing start, came on strong. Unser, though, just made sure he finished in the first three and even scored a win at the last-but-one round staged in Phoenix.

Unser was not entirely alone on his path to the Crown. His son, Al Junior, was every bit as consistent and determined as his dad, and even led the series points table briefly.

It was not the first time that Unser had fought against his own kin. He beat brother Bobby in the 1970 Championship. But who would have thought that fifteen years later he'd be up against his own son in a fight-for-the-crown spectacular at the closing race held at Tamiami Park?

MIAMI DILEMMA

The father-versus-son showdown naturally eclipsed everything that was going on that weekend at the Miami suburb circuit. The drivers weren't too happy with the ultra-abrasive 2.86 km track, which they claimed caused their tyres to wear excessively. Bobby Rahal was the fastest man during qualifying. The yellow flags were out during the opening laps as a result of an incident at the first turn. Mario Andretti, Emerson Fittipaldi and Roberto Guerrero collided and all three were instant retirers. Two laps later, Raul Boesel slipped up and Kevin Cogan, together with Michael Andretti, slammed straight into him and out of the race.

Ahead, Rahal was firmly in command of the situation, with Giacomelli and Lammers — the 'Europeans' — not far behind, followed in turn by Moreno and Sullivan, preceding Al Unser Jr. Once the first round of fuel stops was over, Giacomelli emerged as race leader. Only two laps later, the yellow flags were out again, following the incident between Britishers Jim Crawford and Ian Ashley. Bobby Rahal succeeded in regaining his spot and his most dangerous adversary, Giacomelli, was eliminated when a tyre blew, sending his car crashing into the wall.

Impressive Jan Lammers, on his first CART season, was the only man to give Rahal any cause for concern. His Lola 900 took the lead for a short while when the American made a fuel stop.

Danny Sullivan kept a low profile in 3rd place as the track conditions worsened. Rather than pitstop for fresh tyres as often as his rivals, the Indy winner preferred caution to action. The Penske team knew how to play their cards. Rahal spent longer than anticipated in the pits to get a full wheel change on the 76th lap of the 112-lap race, thereby losing all hope of victory. Sullivan and Lammers were left the clear leaders until the little Dutchman fell off the road and into retirement on lap 81. Danny Sullivan easily finished ahead of Rahal.

As for Unser Sr and son, the latter played Follow my Leaders for most of the race without ever really threatening them. He was undoubtedly more concerned about staying in the race to score as many points as possible and make sure the Championship Title would be his. His plan worked until, with fifteen laps to go, Roberto Moreno squeezed his way past Unser Sr, who until then had been following Junior. Highly organised, the Penske team informed Pop as to how the race and Championship were evolving. Al Unser Sr took the bull by the horns and closed in on Moreno. He launched his attack four laps from the end and the crown was his! From son to father within the same race!

NO ACCIDENTS

As in 1984, the CART series winner remained a mystery until the final round. The previous year, Mario Andretti had had to wait until the closing round at Las Vegas to finally be rid of Tom Sneva after much suspense. 1985 was every bit as exciting and unpredictable. With the difference that last season was almost free of the serious accidents that had marred 1984.

Safety rules and regulations had been

Al Unser Jr only just missed that top rostrum step by the skin of his teeth. Watch out for him next year!

Danny Sullivan was constantly with the pack leaders and took the kudos on the Indianapolis victory podium (left)

Third Title for "Big Al"

Al Unser was born on May 29, 1939 and at the ripe old age of 46 has become the oldest man to win the Formula Indy series! Al comes from a family that lived and breathed motor racing. The Unsers were well known for their hill climbs at Pike's Peak. Uncle Louis and Al's father were the family pioneers. Young Al began his career back in 1957. His two elder brothers were also fanatics. Brother Jerry was the victim of a fatal accident at the 1959 Indianapolis and Bobby forged himself an impressive record with nine wins at Pike's Peak between 1956 and 1968 and two at Indianapolis. Young Al, of course, raced at Pike's Peak, winning in 64 and 65. That same year, he took part in his first USAC round (Indy) at Milwaukee and for his first Indianapolis participation finished 9th.

In 1967, Al improved his record with a runner-up spot at Indy behind AJ Foyt. His obvious skills earned him the title of "Rookie of the Year". The following year, he clinched 4th place at the Daytona 500. The USAC championship, however, was what really interested him. In 1969 he was the championship runner-up, having had to forfeit the Indianapolis round when he broke his leg whilst riding a motor bike around the padock just before the race!

Al Unser quickly became a star in the USAC series and in 1970 signed up with the Parnelli Jones outfit to race their Colt-Ford. He clinched the title, winning at Indianapolis and at ten rounds of the 18-round championship. Brother Bobby finished a close second! Crowned America's "Driver of the Year", he also became the fourth driver to win at Indianapolis two years running (with Shaw, Rose and Vokovitch).

The youngest of the Unser boys then went through a lean period punctuated with some excellent results. In 1973, he won the USAC "Dirt" championship and finally got back into his winning ways in 1977 when he finished 2nd behind Sneva in the USAC series and took the IROC (the Champions' Championship) title as well.

1978 was another good Unser year. He just missed the title but won the three most prestigious events on the USAC calendar: Indianapolis 500, Pocono 500 and Ontario 500. He thus became the first man in history to be awarded the Triple Crown. He won the IROC title for the second time and was again voted "Driver of the Year". Then Al went into hibernation until 1983 when Roger Penske offered him a drive. He promptly took the CART championship crown for the second time, with a win at Cleveland and four 2nd placings. Unser stayed on with Penske for 1984 and finished 9th. Disappointed, he began talking of retirement!

Al Unser's racing record shows he has taken part in 297 F Indy rounds and it must surely be amongst the most impressive in the history of motor racing: 38 wins, 27 pole positions, 3 championship titles and especially 3 victories at Indianapolis.

Born and bred in Albuquerque (New Mexico), Al Unser and his wife Karen have brought up their two children there. Mary Linda is 25 and turbulent Al Junior is 23.

tightened and all the teams had followed them to the letter. Despite several spectacular accidents, the worst injuries suffered were a cracked hip (Mario Andretti) and a broken ankle (Al Unser Jr).

As in previous years, March chassis predominated but this year the 85C stood out with a record of ten wins during the '85 series. Plus the title, which had gone to Lola the year before, thanks to the T-800. For the 1985 Championship, a T-900 model had been brought out. In actual fact there are very few differences between the two rival chassis, it's more a question of the quality of the preparation. March had a definite 'edge' on the ovals.

A third chassis constructor was also present — Eagle. Two chassis had been given to the Gurney/Curb drivers, Sneva and Pimm. The Eagle 85Cs were never as competitive as the better March and Lola chassis. Ford-Cosworth DFX's powered very nearly all the cars. Buick V6 Turbos shone at Indy but were lacking in reliability, which resulted in the management at Buick Motorsports withdrawing their engines mid-season. To the delight of the fervent spectators there were a couple of normally-aspirated Chevy V8s which made a lot of noise, if little else.

The tyre monopoly went to Goodyear who supplied the entire field with Eagles. This uniformity had the advantage of putting the competitors on an equal footing as well as providing an exciting show — which is now being developed as a highly exportable commodity.

For 1986, the Penske chassis (PC15) should be back and the new Chevrolet Ilmor V8 will be making its debut. Buick, though, have not thrown in the towel yet.

IMSA had an interestingly varied selection of makes including Porsches of various shapes and sizes, Lolas, Corvettes and Marches (above)

Al Holbert couldn't have wished for a more successful harvest — nine victories and a fourth IMSA Championship Crown (below)

IMSA
PORSCHE
HIP, HIP, HOORAY!

First sighted in 1984, the Porsche 962 had a few teething problems before it was guided to its first victory at Mid-Ohio by Holbert/Bell last June. During 1984, the Marches and Jaguar XJR-5s fought tooth and nail. Porsche held back, waiting for the right moment to pounce, especially as it was soon clear that the 962 would be a potential winner in 1985. A number of teams made sure they placed their orders for the German car in time for the new season.

Out of the 17 rounds making up the '85 IMSA championship, Porsche took the chequered flag on no less than 16 occasions. And it wasn't as if the opposition hadn't made an effort either! Early on, John Paul had proved the competitiveness of the Buick Turbo, but reliability was always a problem.

The Ford Probe, brought in to replace the Mustang Zakspeed GTP, also revealed certain weaknesses despite shining on a number of occasions. The Corvette Chevy Turbo only really began to reveal its potential at the closing round, establishing a new record during qualifying. Bob Tullius and his valiant Group 44 team had the weight of the years to contend with on their Jaguar XJR-5s. But, Redman/Haywood scored the only victory of the season that Porsche missed! You might be forgiven for thinking that the 1985 IMSA series was a monotonous one with the German constructor running away with (nearly) all the wins. Quite the opposite as it turned out. IMSA style races are something between sprints and average-length Endurance rounds. An impressive number of teams were entered for the 1985 series, together with their experienced and already famous drivers. There was also the 'war' between the Goodyear and Bridgestone-shod Porsches to boot.

Al Holbert, the Porsche competitions director, team manager and driver(!) quickly showed who was boss by winning nine times and the Championship Crown! Britain's Derek Bell partnered him on six occasions (and took the series runner-up spot) and Al Unser Jr once.

The only man to have worried the Holbert team was Frenchman Bob Wollek at the wheel of a Preston Henn 962.

Wollek opened fire by chalking up wins at the Daytona 24 Hours (with Foyt, Unser Sr and Boutsen as team mates) and then at the Sebring 12 Hours (with Foyt). Rich team owner/driver Bruce Leven then took on Wollek to drive his Bridgestone-equipped 962. Bob notched up the Japanese tyre manufacturer's first IMSA victory when he raced solo at Sears Point.

Drake Olson's maiden IMSA season at the wheel of a Rob Dyson 962 was quite remarkable. The young American scored wins at Lime Rock (ahead of Jaguar), Road America (with Rahal) and then at Columbus (with Cobb) in convincing style.

Team BF Goodrich raced their Porsche 962s fitted with their own BF Goodrich rubber. Pete Halsmer and John Morton joined together in the Championship fight to win at Riverside and were always amongst the pack leaders. Team mates Busby and Knoop were often off the pace and Jochen Mass was brought in as reinforcement. Talking of Mass, Hans Stuck also came back to IMSA to race the Bob Akin 962.

Jaguar were unable to repeat their success of two years ago. Mainly because they haven't evolved as rapidly as rivals Porsche with their 962. Bob Tullius and co intend to have their revenge in 1986 when they will be racing the XJR-7 which had its first outing at Daytona in December.

Just for the record, at the closing round to the 1985 IMSA Championship, Hobbs gave a fine demonstration of a potentially highly dangerous weapon for the new season — the BMW-engined March 85G. Until the new season gets under way, the preparers have a lot of work lined up ahead of them to get their cars to comply with the new technical rules and regulations for 1986. Organiser John Bishop isn't going to let Porsche run away with the title a second time.

Similarly to Porsche, in the Camel GT category, Mazda-engined Argos dominated the Camel Light class which was won by Jim Downing. In GTO, Canadian John Jones, driving a Ford Mustang, left his class rivals trailing.

TRANS-AM
WALLY AND WILLY

Sounds like the title of an American serial but is the (very) brief summary of the 1985 Trans-Am series, which celebrated its 20th anniversary. Extremely popular over in the States, the magnificent Trans-Am cars correspond to what the Europeans call "Production". With the difference that much can be done to the cars, like designing original chassis.

The Rush Protofab Racing team was clearly head and shoulders above its rivals throughout the championship, winning 12 of the 15 rounds on the calendar. Its number two Mercury-Capri finished ahead of the number one car. Willy T. Ribbs, the first coloured driver to test-drive a F1 Brabham recently, was the touts' logical favourite. He has been a regular Trans-Am man for two full seasons (83, 84) and despite winning the most races during both years, did not get the title on either occasion! Third time lucky, everyone thought. Well, he wasn't!! Ribbs (yet again) scored more wins than anyone else, but younger team mate, Dallenbach finished ahead on the points table.

Wally Dallenbach Jr, the Trans-Am "Rookie" (best newcomer) of the year in 1984, became the youngest ever Trans-Am winner at the age of 22. He was victorious five times. 1984 champion, Tom Gloy, attempted to win the title for the second season running with a Mercury Capri prepared by himself. He never quite managed to hoist his Ford V8-powered car into the same performance bracket as Jack Roush's cars and had the rear ends of his rivals' cars to admire much of the time.

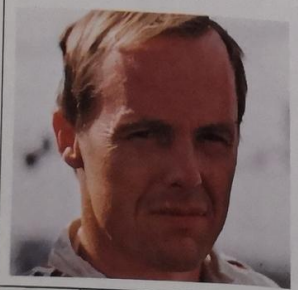
American veteran Elliott Forbes Robinson sparkled on two occasions at the wheel of his Buick Somerset Regal when the Mercury Capri/Roush cars retired.

Paul Miller put in the fastest qualifying time at Firebird in his Porsche 924 Turbo and also obtained one victory.

Movie star Paul Newman, now a regular Trans-Am driver, was at the wheel of a Nissan 300 ZX Turbo. He finished in the points several times but he must have been bitterly disappointed not to have made the most of his three pole positions. The engine of his ZX300 gave up the ghost each time.

A sample of the competition in the Trans-Am series — a Buick Regal, a Porsche 924 and a Mercury Capri (from left to right)

Al Holbert



Born on November 11, 1946 in Pennsylvania, son of a famous American racing driver, Al Holbert began his career in 1971, Club racing. He entered his first Trans-Am round in 1973 and in no time at all was ranked as one of the best GT specialists in the US. He twice took the IMSA title, in 76 and 77, and then went on to CanAm, whilst still participating in selected Endurance rounds. In 1982 he was down in the Le Mans 24 Hours annals after a victorious outing in the company of Schuppan/Haywood in their works Porsche. Then, it was back to IMSA and another championship title in 1983. The following year he entered both the CART and IMSA series and amazingly finished 4th in both. Al Holbert's record boasts a total of 40 IMSA victories.

Wally Dallenbach (Trans-Am)

And here we have another "Daddy's boy"! Wally's father is one of the great names associated with Formula Indy racing and today spends his time actively organising the CART championship. The natural inheritor of his father's talent, Wally Jr (now 22) began his career in the VW Golf Trophy (2 rounds), he then went on to the CanAm series (34 rounds), until he finally settled down into Trans-Am. A fourth placing in the series was enough to convince Roush Protofab Racing to take him on to race alongside Willy T. Ribbs. With five wins and consistent placings in the points, Wally took the title ahead of his team mate despite Ribb's winning more rounds. Wally's found himself some generous sponsors for 1986 when he will be back racing in CART.

NASCAR

WALTRIP'S FINISH

Darrell Waltrip scored more wins than anyone else during 1984 (seven) but was beaten to the title by Terry Labonte, who only had two wins to his credit. For 1985, it was the other way around. Darrell's three wins were enough to floor arch-rival Elliott — the man who crossed the finish line on no less than eleven occasions! That's how the cookie crumbles in the Grand National. The points system means it's impossible for a champion to be crowned with ten rounds to go. Everything is done to guarantee that the NASCAR series is above all, a show. The proof of the pudding is that the Ford Thunderbirds were deemed too quick in comparison with the Chevrolets, Buicks and Pontiacs and a few technical modifications were ordered mid-season to tame all those wild horses!

NASCAR is, in fact, much more than just a 'Show'. The rules being what they are, either the teams accept, or they don't. And that's what makes the series the most popular of all the American championships. More than 1.6 million spectators turned up at the 28 rounds on the calendar! Darrell Waltrip (Chevrolet Mte Carlo), double championship winner in 81 and 82, and close runner-up in 79 and 83, became the triple champion in 1985. Former Nascar winner Junior Johnson took on Darrell to race in his team. In contrast with his previous seasons, Waltrip played safe rather than exhibit his flamboyant style. The consistency of his 1985 results record is quite remarkable, and he was aided by Johnson supplying him with excellent cars. The team clinched its sixth title in ten years! Yarborough scored the successes of 76, 77 and 78 and Waltrip the other three.

The hero of the 1985 Grand National, however, was Bill Elliott. In just three seasons, Bill and the Melling team, for whom his father and brothers work together, have become the new terrors of the series. Despite their eleven victories, earning them $2m in winnings, the absolute qualifying (average speed of 336 kph) and race (average of 299.7 kph) records at Talladega, they failed to win the Championship Title because of the points system. Bill Elliott has remained quite philosophical about this state of affairs. Those are the rules of the game, after all. Even Waltrip, with whom he doesn't enjoy the best of relations voiced his opinion on the unfairness of the system which had also been against him the year before.

Behind those two, Harry Gant, the 1984 runner-up behind Labonte, finished 3rd, notching up three wins. Waltrip's team mate, Neil Bonnett, had the most successful season of his Grand National career, whereas Geoff Bodine, the revelation of 1984, bettered his points record without managing to cross the finish line in 1st position. Confirmed driver Ricky Rudd and his team, Bud Moore Racing, had trouble keeping their Ford Thunderbird up with the leaders.

Reigning NASCAR champion Terry Labonte, had a highly promising start to the season when he was a regular points finisher and led the provisional points table briefly. Then his Bill Hagan-prepared Chevrolet Monte Carlo lost on reliability to send Labonte tumbling down the results list!

Richard Petty and Bobby Allison, two of the most famous names in Grand National racing, were not successful during 1985. Petty didn't win at any of the rounds and was unable to add to his "personal" record of 200 victories! And he failed to finish in the first ten at the end of the season, something that hadn't happened since 1965. For 1986, 46 year-old Petty has decided to manage his own team and forsake the Gurney-Curb outfit.

Bobby Allison quit his employer, the de Gard Racing team, mid-season and forged ahead alone. The 1983 champion's results weren't fantastic... Greg Sacks was brought in to replace him at de Gard and was victorious on one occasion. But it was a one-off result.

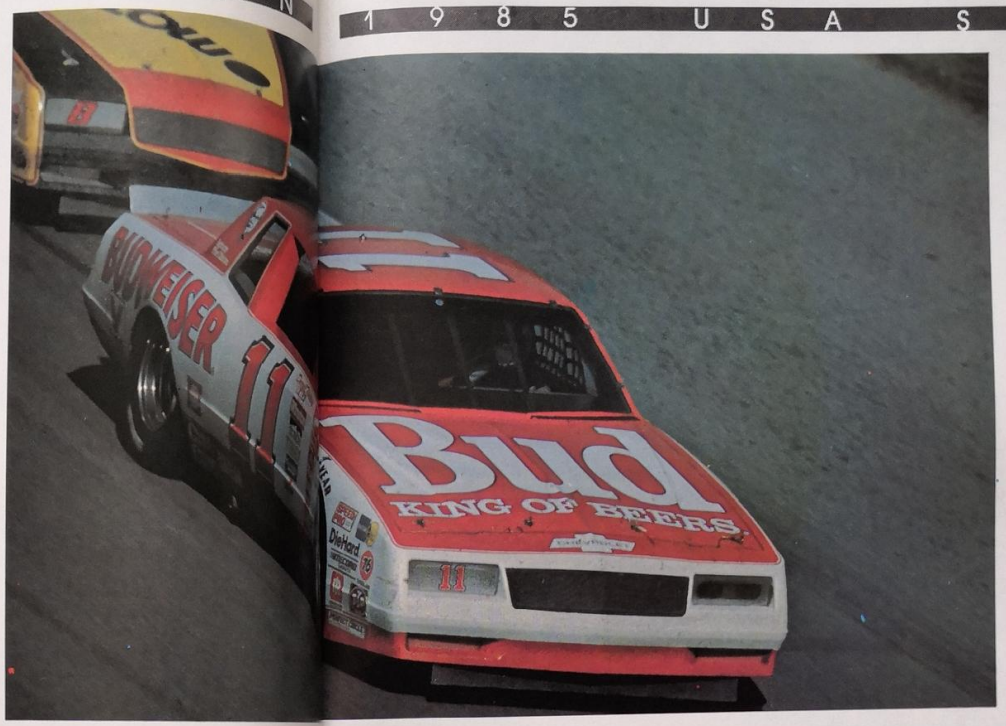
The up and coming younger members of the Grand National fraternity to watch out for next year are Richmond Bouchard, Lake Speed, an ex-Karting World Champion, Richard Petty's son Kyle, and 1985 "Rookie" Ken Schrader. It is hoped to include more road circuit-type rounds on future calendars. And perhaps organise street races! Which implies that a number of drivers (and this is not a joke) are going to have to take classes at traditional race driving schools! ■

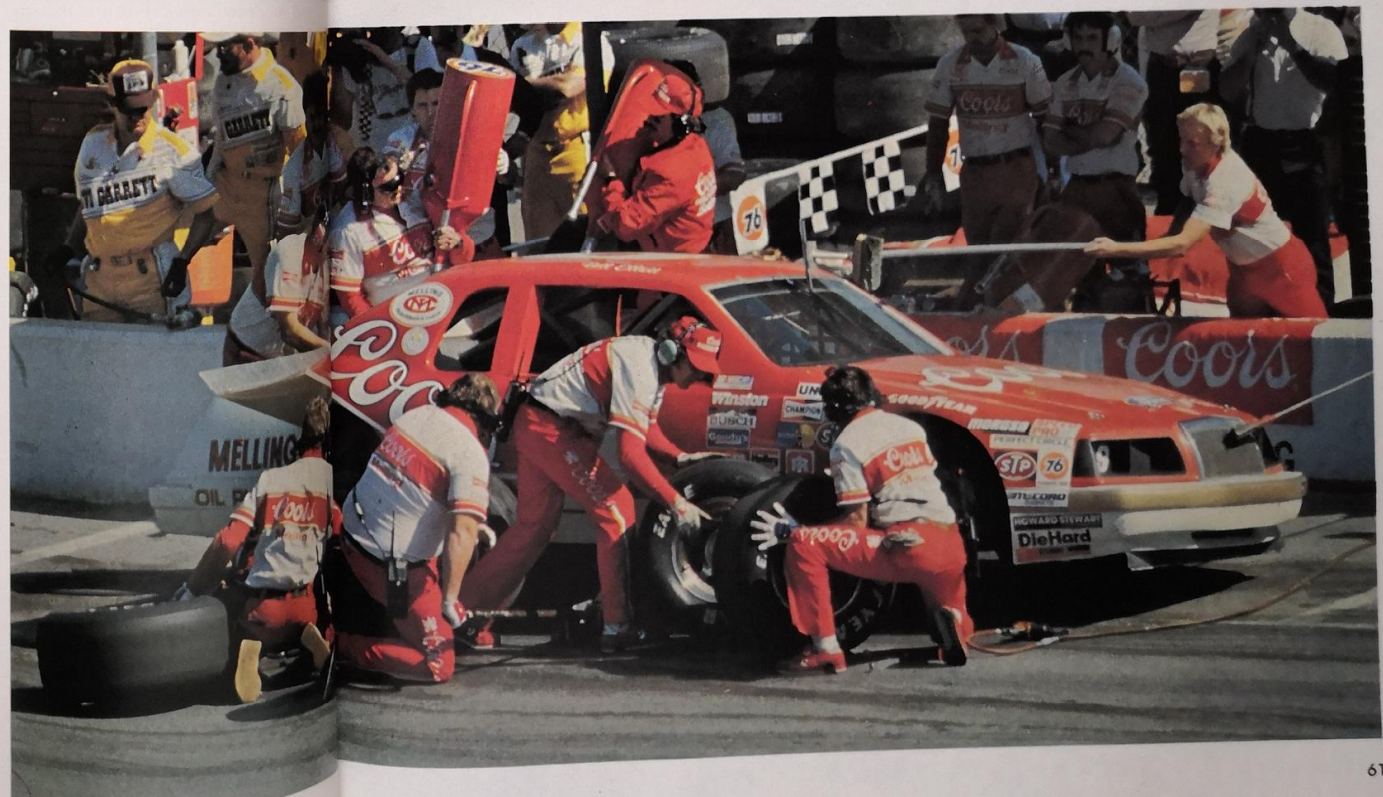
Darrell Waltrip (Nascar)

Born on February 5, 1946, in Kentucky, Darrell started racing in the "Late Model Sportsman" class, in which he starred during the early seventies. His first Grand National experience goes back to 1972 when he took part in five rounds.

The following year, though, he was snapping at the heels of the 'greats' of the time, Petty, Pearson, Parsons and Gordon. Young Darrell quickly forged himself an excellent reputation. His first win came in 1975 at his home circuit of Nashville which helped place him in the first ten of the series table at the end of the season. His worst seasonal result since then has been 8th at the end of the 1976 season! Runner-up in both 79 and 83, Darrell took the crown in 81 and 82.

Waltrip's record over the past ten years makes him perhaps the greatest Nascar driver of the decade. He has taken part in 369 Grand National races with 64 victories behind him, which places him 5th behind Petty, Pearson, Yarborough and Allison for the record of most wins. On the other hand, Waltrip beats "King Petty" for prize money. Since 1972 his winnings have amounted to just over $6m!





Bill Elliott and his impressive workforce (below) were incredibly successful, taking the chequered flag on no less than eleven occasions. But it wasn't enough! Waltrip (top) snatched the 1985 NASCAR title from under their noses

1985 TRANS-AM CHAMPIONSHIP

1. WALLY DALLENBACH Jr (Mercury Capri) 228 pts; 2. Willy T. Ribbs (Mercury Capri) 213 pts; 3. Tom Gloy (Mercury Capri) 172 pts; 4. Elliott Forbes-Robinson (Buick Somerset Regal) 124 pts; 5. Chris Kneifel (Mercury Capri) 101 pts; 6. Jim Miller (Mercury Capri) 93 pts; 7. Paul Miller (Porsche 924 Turbo) 79 pts; 8. Paul Newman (Nissan 300 ZX Turbo) 72 pts; 9. Epie Wietzes (Pontiac Trans Am) 70 pts; 10. Les Lindley (Chevy Camaro) 56 pts; 11. Rob McFarlin (Pontiac Trans Am) 51 pts; 12. John Brandt (Chevy Corvette) 50 pts.

THE SEASON'S STATISTICS

Drivers
7 victories: W.T. Ribbs; 5. victories: W. Dallenbach Jr; 2 victories: E. Forbes-Robinson; 1 victory: P. Miller.
4 pole positions: W.T. Ribbs, 3 poles: P. Miller and P. Newman; 2 poles: W. Dallenbach Jr and T. Gloy; 1 pole: E. Forbes-Robinson.

Constructors:
12 victories: Mercury; 2 victories: Buick, 1 victory: Porsche.

1985 NASCAR GRAND NATIONAL

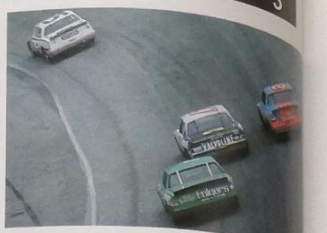
1. DARRELL WALTRIP (Chevrolet Mte-Carlo) 4,292 pts; 2. Bill Elliott (Ford Thunderbird) 4,191 pts; 3. Harry Gant (Chevrolet Mte-Carlo) 4,033 pts; 4. Neil Bonnett (Chevrolet Mte-Carlo) 3,902 pts; 5. Geoff Bodine (Chevrolet Mte-Carlo) 3,862 pts; 6. Ricky Rudd (Ford Thunderbird) 3,857 pts; 7. Terry Labonte (Chevrolet Mte-Carlo) 3,683 pts; 8. Dale Earnhardt (Chevrolet Mte-Carlo) 3,561 pts; 9. Kyle Petty (Ford Thunderbird) 3,528 pts; 10. Lake Speed (Pontiac GP) 3,502 pts.

THE SEASON'S STATISTICS

Drivers
11 victories: B. Elliott; 4 victories: D. Earnhardt; 3 victories: D. Waltrip and H. Gant; 2 victories: N. Bonnet and C. Yarborough; 1 victory: T. Labonde, R. Rudd and G. Sacks.

11 Pole Positions: B. Elliott, 5 poles: D. Waltrip; 4 poles: T. Labonte; 3 poles: H. Gant and G. Bodine; 1 pole: D. Earnhardt and N. Bonnett.

Constructors
14 victories: Ford and Chevrolet.



1985 IMSA GT CHAMPIONSHIP

1. AL HOLBERT (Porsche) 218 pts; 2. Derek Bell (Porsche) 159 pts; 3. Hurley Haywood (Jaguar) 149 pts; 4. Pete Halsmer (Porsche) 138 pts; 5. Chip Robinson (Jaguar) 137 pts; 6. Drake Olson (Porsche) 117 pts; 7. Brian Redman (Jaguar) 112 pts; 8. Bob Wollek (Porsche) 105 pts; 9. Bob Tullius (Jaguar) 100 pts; 10. Jim Busby (Porsche) 98 pts.

Constructors:
1. Porsche 332 pts; 2. Jaguar 179 pts; 3. March 96 pts.

IMSA CAMEL LIGHT:
1. JIM DOWNING (Argo/Mazda) 265 pts; 2. John Maffucci (Argo/Mazda) 212 pts; 3. Kelly Marsh (Argo/Mazda) 165 pts; 4. Jeff Kline (Alba/Mazda) 115 pts; 5. Bill Alsup (Royale/Buick) 16 pts.

Constructors:
1. Mazda 325 pts; 2. Buick 133 pts; 3. Polimotor pts.

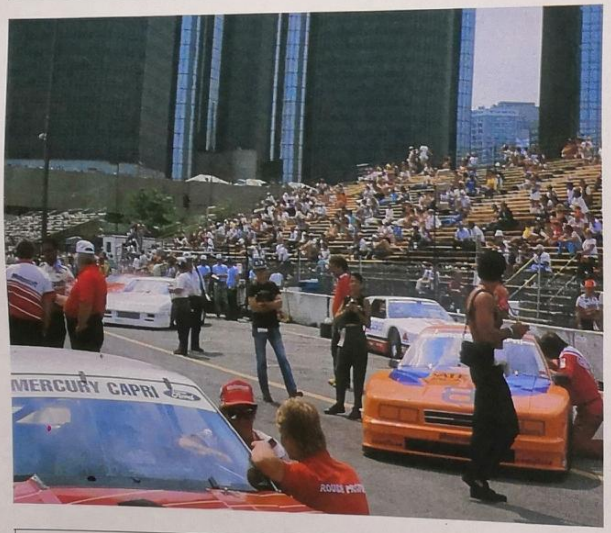
IMSA GTO:
1. JOHN JONES (Ford Mustang) 216 pts; 2. Darin Brassfield (Ford Thunderbird) 115 pts; 3. Wally Dallennbach Jr (Ford Mustang) 110 pts; 4. Danny Smith (Mazda RX7) 109 pts; 5. Lyn St James (Ford Mustang) 104 pts.

IMSA GTU:
1. JACK BALDWIN (Mazda RX7) 221 pts; 2. Chris Cord (Toyota Celica) 175 pts; 3. Amos Johnson (Mazda RX 7) 148 pts; 4. Bob Earl (Pontiac) 130 pts; 5. Al Bacon (Mazda RX7) 87 pts.

THE SEASON'S STATISTICS

Drivers:
9 victories: 1. Holbert; 6 victories: D. Bell; 3 victories: D. Olson and B. Wollek; 2 victories: A.-J. Foyt; 1 victory: T. Boutsen, Al Unser Sr, Al Unser Jr, B. Redman, H. Haywood, B. Rahal, P. Cobb, P. Halsmer and J. Morton.

Constructors:
16 victories: Porsche; 1 victory: Jaguar.



1985 CART CHAMPIONSHIP

		LONG BEACH	INDIANAPOLIS	MILWAUKEE	PORTLAND	MEADOWLANDS	CLEVELAND	MICHIGAN	ROAD AMERICA	POCONO	MID-OHIO	SANAIR	MICHIGAN	LAGUNA SECA	PHŒNIX	TAMIAMI	Total
1. Al Unser Sr	March 85C/DFX	10	12	—	12	14	14	17°	6	14	—	1	1	16	22°	12	151 pts
2. Al Unser Jr	Lola T900/DFX	4	—	—	17°	21°	20	—	1°	17°	12	14	—	14	16	14	150 pts
3. Bobby Rahal	March 85C/DFX	—	—	4	—	—	1°	8	12	12	22°	4°	22°°	22°°	8	18°	134 pts
4. Dany Sullivan	March 85C/DFX	14	20	12	1°	—	—	—	1	10	16	10	5	5	12	20	126 pts
5. Mario Andretti	Lola T900/DFX	22°°	17°	22°°	20	1°	1°	3	—	6	6	—	—	2	14	—	114 pts
6. Emerson Fittipaldi	March 85C/DFX	16	—	5	14	16	5	20	10	6	5	—	10	—	5	—	104 pts
7. Tom Sneva	Eagle 85GC/DFX	5	—	16	—	8	2	14	—	5	—	6	2	—	—	—	66 pts
8. Jacques Villeneuve	March 85C/DFX	6	—	—	—	—	—	—	20	—	14	2	—	—	—	—	54 pts
9. Michael Andretti	March 85C/DFX	—	5	14	—	12	12	—	16	—	—	—	16	4	10	—	53 pts
10. Rick Mears	March 85C/DFX	—	—	—	—	—	6	—	—	21°	—	20	4	—	—	—	52 pts
11. Johnny Rutherford	March 85C/DFX	3	8	—	4	—	—	1°	—	—	—	4	8	—	—	—	51 pts
12. Josele Garza	March 85C/DFX	—	—	6	1	—	8	12	—	—	—	8	8	—	—	—	45 pts
13. Kevin Cogan	March 85C/DFX	—	2	—	10	6	4	—	6	—	2	4	12	6	3	4	44 pts
14. Ed Pimm	Eagle 85GC/DFX	1	4	1	—	—	—	6	—	—	—	5	14	—	—	—	42 pts
15. Geoff Brabham	March 85C/DFX	8	—	—	—	—	16	—	2	—	4	12	—	3	1	—	41 pts
— Pancho Carter	March 85/Buick – DFX	—	1°	10	—	—	—	10	—	1	—	16	3	—	6	—	41 pts

17. Roberto Guerrero (March 85C/DFX) 34 pts - 18. Arie Luyendijk (Lola T900/DFX) 33 pts - 19. Bruno Giacomelli (March 85C/DFX) 32 pts - 20. Jim Crawford (Lola T900/DFX) 16 pts - 21. Scott Brayton (March 85C/Buick – DFX) and Bill Whittington (March 85C/DFX) 15 pts - 23. Alan Jones (Lola T900/DFX) and Danny Ongais (March 85C/DFX) 14 pts - 25. Howdy Holmes (Lola T900/DFX) 12 pts - 26. Michael Roe (Lola T900/DFX) and Roberto Moreno (March 85C/DFX) 10 pts - 28. Johnny Parsons (March 85C/DFX), Paul Boesel (March 85C/DFX) and Jan Lammers (Lola T900/DFX) and 85C/DFX) and Enrique Mansilla (Lola T900/DFX) 7 pts - 33. Denis Firestone (Lola T900/DFX) and Roberto Moreno (March 85C/DFX) 10 pts - 31. Pete Halsmer (March (Lola T900/DFX), Steve Chassey (March 85C/Chevy) and Dick Simon (March 85/DFX) 3 pts - 38. Derek Daly (Lola T900/DFX) and Herm Johnson (March 85C/DFX) 1 pt.

Points system : 20 - 16 - 14 - 12 - 10 - 8 - 6 - 4 - 3 - 2 - 1 for first twelve + 1 pt (*) for pole-position ; + 1 pt (*) for longest race leader.

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THE YEAR OF THE LION

Peugeot finally made sure of the 1985 World Rally Crown after Salonen's victory on the Thousand Lakes in August. To most, this came as no surprise. After all, wasn't the 205 Turbo 16 undeniably the best car of the moment? Yet how much of the French manufacturer's success can be put down to the personalities that make up the team, the men behind the scenes? Starting with Jean Boillot, the dynamic managing director of Peugeot Automobiles, who was brave enough to give the go-ahead to the ambitious project back in 1981. The decision to invest such amounts is never taken easily but Boillot was able to count on the services of one of the most competent co-drivers/team mangers in the business, Jean Todt. Because of his experience, his professionalism and, above all, his burning ambition, Todt was, without a doubt, the man for the job. Singlemindedly, yet with an uncanny sense of realism, the '*Little Big Man*' steered his team towards the goal that he had set. Now that the Championship has been decided, many believe that it was the combined forces of these two men that allowed it all to happen. However, let's not forget possibly *the* person that made it happen so quickly.

And that person wasn't even able to share the post-1000 Lakes celebrations with the rest of his team-mates. It was difficult not to feel a certain compassion as Ari Vatanen telephoned his congratulations through to his friends from his hospital bed. The man that had taken the 205 T16 into the lead on its first World Championship outing in Corsica in 1984, then its first victory in Finland in August of the same year and who had very nearly lost his life in Peugeot's relentless march towards the Title, was helplessly laid up, at the time uncertain of his future as one of the world's best rally drivers. The pages that follow, however, are devoted to the elements that worked behind the scenes, a tribute to the work of those that allowed Vatanen and Salonen to dominate the World Rally Championship so comprehensively.

GETTING THERE

FROM THE OUTSET, IT WAS CLEAR THAT THERE WAS ONLY ONE OUTCOME POSSIBLE FOR JEAN BOILLOT AND JEAN TODT: THE WORLD RALLY CHAMPIONSHIP TITLE FOR MAKES. JUST SIXTEEN MONTHS AFTER ITS COMPETITION DEBUT, THE PEUGEOT 205 TURBO 16 WAS CROWNED WORLD CHAMPION.

by Michel Lizin

To understand how it all came about, it is necessary to get back to 1981. It had been a good year for Talbot who clinched the World Title, even if that couldn't really be commercially exploited since the Sunbeam was no longer in production. Before the end of that same year, Jean Todt was appointed Competition Manager of Peugeot Talbot. He took up his position immediately after his last rally as a co-driver, the RAC Rally in November. His ambitions were clear from the start. He was to take Peugeot to the highest level of motorsport in general, and the World Rally Championship in particular, in the shortest possible time.

Todt had been involved with the Peugeot Talbot group for a long time and it was obvious that he had the full confidence of the board of directors who agreed to release the budget necessary to achieve the ultimate aim. They could hardly have picked a better man. With an immense store of experience, gained during a long career as professional co-driver, Todt had a precise global understanding of his sport and, most of all, knew what direction it was taking.

The team that had taken Talbot to the World Title in 1981 was based in England whereas the newly created Peugeot Talbot Sport was set up in a south-west suburb of Paris. The various British elements of the team were relatively quickly repatriated and Peugeot Talbot Sport was soon a 100% French outfit. Just as importantly, the team was 100% new. Everything was to be restarted from scratch. In spite of the obvious difficulties of such an ambitious project, Todt, and Peugeot, knew full well that the maximum impact would be obtained by making the period between the announcement of their target and the debut of the new car as short as possible.

THE RECRUITMENT STARTS

Each step in the team's development was perfectly programmed, from the setting up of the framework to the development of the car itself. Todt soon announced that PTS would make its World Championship debut on the Tour of Corsica 1984, just two and a half years after the first decisions were taken as to the basic design parameters of the new car. The engineers and designers had 30 months to create and perfect what was to become the 205 Turbo 16, whereas most manufacturers would tell you that it would need at least 5 years to do that.

Having said that, Todt had been getting his thoughts in order throughout the '81 season. Bernard Perron, research engineer with PSA, would often be seen at his side during rallies. Most of his time was spent examining the leading rally cars of the moment. The odd glance at the competitions' mechanicals and the study of the construction techniques employed at the time allowed him to get an overall picture of what the ideal rally car should look like. In early December of that year, and before any of the other engineers had been selected, Todt and Perron would often be seen in deep discussion, frequently consulting the in-house specialists about different aspects. It was during this period that the first, and possibly most important, decisions were taken. The future car would be 4-wheel drive, the engine would be turbo-charged and centrally positioned for an ideal weight distribution and transversely mounted to facilitate servicing on events. The overall dimensions would be kept to a minimum so that the car would not be unwieldy but the wheel-base would be as long as possible to improve stability. The actual decision to call the car a Peugeot and to make it look like a 205 were taken for obvious commercial reasons but at a much later date. For the time-being, the future 205 Turbo 16 was just an engineer's idea of the perfect rally car.

With those parameters defined, work began at the Boulogne work-shop in the Parisian suburbs. Jean Todt brought in Des O'Dell, formerly Team Talbot's manager, Jean-Claude Vaucard and Philippe Jarry. At the same time, Bernard Perron and a team of five started to look into the development and construction of the 200 cars required for homologation purposes. Each week, Perron's men would meet with Todt and Vaucard to discuss progress.

"We were fortunate," admitted engine specialist, Jean-Pierre Boudy, *"that the whole team was prepared to work long hours to get the project going."* By the beginning of 1983, the first prototype of the '200' series was ready. Five cars were already completed by August '83 when the first competition prototype was finished, ie just three months before its unofficial debut at the Scarlat Rallysprint and, more significantly, just eight months before the date set for its first World Championship qualifying event.

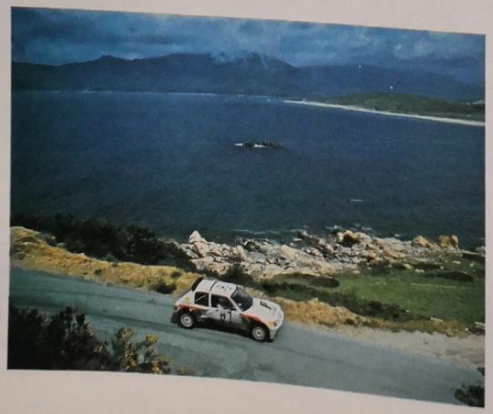
Now that the title is assured, Jean-Claude Vaucard admits that he was surprised by the number of problems that cropped up. *"We never got discouraged, though, because we always managed to find solutions. Our first worry was the general reliability of the car, getting the weight down and then, finally, improving performance."*

THE RENAULT CONNECTION

Despite the fact that the car was ready in time for the Sarlat Rallysprint, an outstanding feat in itself, Todt still felt the need to reinforce his team of technicians. It was at this time that Jean-Pierre Boudy and André de Cortanze were brought in. Both men were ex-Renault. De Cortanze had been with Renault since 1978 in the research department after over ten years working on racing Alpines. Boudy had been part of the team that, since 1975, had been developing the V6 1500cc Formula 1 Turbo engine. The two specialists joined the PTS ranks on 1st January 1984, exactly 4 months before the date set for the homologation into Group B of the 20 Evolution models. The structural problems were being solved by the integration of the roll cage into the shell design coupled with strategic reinforcement. However, they were experiencing problems concerning the reliability of the engine. The exhaust problems had just been solved when piston liner and then head gasket problems appeared.

"At the time, if we could get in 50km without problems we were happy," ad-

Sweden 1985. On tarmac, snow or gravel the 205 is unbeatable



Corsica 1984. The first World Championship outing for the 205 T16. Nicolas brings the first points

Finland 1984. Vatanen wins, the first of five in a row

mits Boudy. *"With hindsight, it's difficult to believe that we were only two months away from Corsica."* Modestly, the engine specialist reckons that only luck can account for the fact that they were able to solve all the problems so rapidly. At the start of the 1984 Tour of Corsica, the team of engineers were far from convinced about the car's reliability and it is clear now why everyone seemed so anxious at the time. It also goes some way to explaining Todt's cautious statements to the press before the start of the rally.

A DREAM DEBUT

The question was whether the car would be reliable and, above all, would it be competitive? Ari Vatanen, Peugeot's number one driver, gave the answer on the second stage of the rally by setting fastest time, 4 seconds ahead of Bettega's Lancia and 7 seconds faster than Markku Alen's similar car. You could read the sense of relief on the faces of everyone involved with Peugeot Talbot Sport. Then, after only eight stages of World Championship rallying, the 205 Turbo 16 took the lead. The 4-wheel drive meant that Vatanen was able to make the most of the changing climatic conditions in the long Muracciole-Abbazia stage. The Lancias slipped back and the Finn took a firm command of proceedings. Vatanen retired after an off during the last day of the rally. Until that point, the 205 had suffered no mechanical problems and Jean-Pierre Nicolas, in the second car, finished the event in an encouraging 4th position, proof that Todt's team was on the right lines.

So much for tarmac stages, but how was the car going to perform on the loose? The Acropolis followed and, as he so often does, Vatanen started off slowly, getting steadily faster. He took the Peugeot into the lead but was forced to retire when the oil-pump drive belt failed.

Neither of the two cars finished the tough Greek event and the two drivers suffered a number of serious problems: oil-pump drive shaft, drive pulley, brake calipers etc. Morale would have been low if it hadn't been noticed that all the above failures could be put down to one basic design fault, ie lack of specific protection, and that was relatively easily remedied. Stones were piercing the lateral protections and were getting thrown up amongst the mechanicals. From the 1000 Lakes 1984 onwards, this was never again to be a problem.

In Greece, Vatanen recorded 11 fastest stage times on the loose and 7 in Corsica on tarmac. On each occasion, the 205 had been in the lead and looked capable of taking victory. Perhaps fate would be a little kinder on the 1000 Lakes. Indeed, the Finnish event went like a dream for the French team. Blomqvist and Alen were early leaders but Ari Vatanen made the most of his advantage over the sandy northern stages to take the lead and then to steadily increase it, eventually winning by two minutes. The Peugeot 205 Turbo 16 had won its first World Championship round. Vatanen's performance nearly eclipsed Audi's. The German manufacturer had just made sure of the 1984 constructors' title. Todt and his men were out to take that crown from them in twelve months' time.

Morale within the Peugeot team was sky high, a situation which was maintained as Vatanen took the 205 to victory on the San Remo and on Great Britain's Lombard RAC. In Italy, both the Lancias and the Audis were able to match the race of the little French bomb but only on the stages that particularly suited each car's conception. As a result, Ari didn't have too much trouble dominating his main rivals although he would be the first to admit that he did have luck on his side. At the same spot, both he and Röhrl were caught out on a rain drenched bend. The Finn came out of the incident with nothing more than a couple of scratches to the front of the car. Röhrl was less fortunate and his Quattro was completely destroyed. Luck had a role to play on the RAC too. Vatanen's lead over Mikkola seemed to have made the Peugeot driver a little over confident. On the final night, he rolled. Nothing very serious but time had been lost and Mikkola found himself in the lead only to suffer gearbox problems which, in turn, slowed the Quattro. Ari's fight back for first place was rendered that much easier as a result.

So, after three victories from its three last outings, the Peugeot 205 started the 1985 season as Championship favourite. As for Vatanen, he was looking to make up for the two relatively sparse seasons he had had before joining the French manufacturer. With his 1000 Lakes, San Remo and RAC wins in his pocket, his name had become more or less synonymous of a Peugeot victory. Jean-Pierre Nicolas, had now been responsible for much of the development of the 205, had clearly announced his intention to stop driving and to concentrate on the promotional side. Frenchman, Bruno Saby, was recruited to take over the testing whereas a second Finn, Timo Salonen, whose talents had hitherto been wasted with Datsun and Nissan, was brought in to reinforce the team's World Championship chances.

Not everything went Peugeot's way. Vatanen's accident in Corsica '85 was a warning of worse to come in Argentina

VATANEN SHINES

All three were at the start of the 1985 Monte Carlo. While both Saby and Salonen were steadily getting used to their new mounts, Vatanen fought hard to get in front of Röhrl who had taken the lead. Once ahead, he had increased his lead over the Audi driver to 3m19s, thanks to an impressive series of fastest stage times, when Terry Harryman, his regular co-driver, clocked in 4 minutes early at a rest halt. The 8 minute penalties dropped him back to second place, 4m41s in arrears of *'Big Walter'*. Röhrl had the reputation of being today's Monte Carlo specialist but even he couldn't do a thing about Vatanen's heroic fight back. The Finn even had the impertinence to overtake Röhrl on one

stage, although it must be said that the Quattro was not fitted with the ideal tyres for the stage. But you somehow got the feeling that whatever tyres the German had chosen, Vatanen was just unbeatable and he was in similar form just weeks later in Sweden. After dethroning the Monte Carlo 'king', he proceeded to beat the Swedish 'king', Stig Blomqvist, on his home territory. Blomqvist put up a splendid display but, at the end of the day, there was nothing he could do to get the better of Ari Vatanen... or the Peugeot 205 T16. Salonen finished third on the Monte and on the Swedish.

SALONEN SHINES

Peugeot needed more than just luck on the Portugal. Or was it really luck? Vatanen punctured and damaged his suspension. He opted to continue on three wheels but, despite the intervention of the helicopter, was forced to retire. Röhrl, who was already in the lead, was suddenly clear of the rest of the field. His Quattro Sport appeared to be as quick as the Peugeots for once and he seemed sure to win. Unfortunately, he was betrayed by gearbox problems which slowed him sufficiently to let Timo Salonen through to snatch victory. The policy of entering a second, reliable driver had paid off for Peugeot. The French prepared the Safari Rally meticulously and made the trip to Kenya no less than four times to sort out the 205. One had the feeling that everyone with anything to do with Peugeot was particularly optimistic before the start. However, a number of problems, never encountered in testing, cropped up on the event. Ari Vatanen retired when the head gasket blew, possibly caused by a particularly heavy landing after a jump. Salonen salvaged a nevertheless disappointing 7th place after constantly being slowed with turbo problems. Thankfully for the French manufacturer, there were no Audis at the finish. For the fourth time in four rallies, Peugeot finished ahead of the Audi.

The Tour of Corsica was marred by a high retirement rate and, of course, the untimely death of the talented Italian driver, Attilio Bettega. Vatanen's guardian angel had apparently abandoned him when he suffered a double puncture. Over 27 minutes were lost in the incident. In his effort to climb back up the leaderboard, his Peugeot left the road and ended with mechanical problems, only Bruno Saby was able to save the French team's honour. Saby fulfilled his role magnificently, finishing second behind the Renault Maxi 5 Turbo of fellow Frenchman, Jean Ragnotti. The result was especially encouraging because Saby was driving the Evolution 2 version of the 205 Turbo 16 which Jean Todt counted on using exclusively from the 1000 Lakes onwards. Once again, there were no Audis at the finish and, once again, the German manufacturer had failed to exploit the misadventures of its rivals. Peugeot were moving closer to the World Title.

In the meantime, the other major manufacturers wanted less and less to risk their reputation by taking on the two giants. The Acropolis, for example, was very quickly reduced to a straight fight between a single Audi and a single Peugeot. The unhappy Vatanen dropped out early on with steering problems and Röhrl, just to make things equal, retired soon afterwards, leaving Salonen and Blomqvist to fight it out amongst themselves. The Finn was able to dictate the rhythm of the rally although his victory was made easier after Blomqvist punctured. After its 'Vatanen period', which had lasted from August 84 until February 85, Peugeot Talbot Sport was entering its 'Salonen period'. Now it was Timo's turn to carry the Peugot banner high and proud. In New Zealand, the stages were particularly to his liking, so much so, in fact, that Vatanen was obliged to make do with second place, despite coming back strongly towards the end of the event. It is worth noting that this is the only one-two that Peugeot have managed so far in their short career.

A lot of people expected the championship to be decided in Argentina. A Peugeot victory, with Audi finishing no higher than third, would have sufficed. Vatanen was the victim of yet another high-speed accident which nearly cost him his life. Blomqvist retired early on and things looked bleak for Audi but they were fortunate that Austrian driver, Wilfried Wiedner, had entered the event. He was able to split the Salonen-Reutemann pair by finishing second and the German constructor lived to fight another day.

Their vague glimmer of hope was not to last long, however, and Salonen's intelligence and talent allowed him to win the 1000 Lakes in August in convincing style. It was a dream come true for Timo; a victory on his home rally, the World Driver's Championship and the Championship for Makes for Peugeot... ■

THE MEN BEHIND THE SCENES

Everyone is there. Team manager Todt is, of course, the conductor of the PTS symphony whilst Jean Boillot, Peugeot boss, looks on with interest (top right). No need to introduce the crews: Ari Vatanen / Terry Harrymann, Bruno Saby/Jean-François Fauchille and Timo Salonen/Seppo Harjanne. Engineer, André de Cortanze, doesn't let Saby's Evolution 2 car out of his sight. Jean-Claude Vaucard (in front of Saby's car) seems satisfied with the latest suspension settings but Jean-Pierre Boudy (with spanner) is on hand to make any last-minute adjustments. Jean-Pierre Nicolas (bottom right) doesn't seem to have too many regrets about not driving this year whereas Jacques Levacher, who organises all the ground arrangements and service schedules, looks after the essentials. Last, but by no means least, Jean-Claude Lefebvre (fair hair?!) and Corrado Provera (far left) do their best to answer all those journalists' tricky questions. Oh, who's the hedgehog with the white flag? Audi? Lancia? Your guess is as good as ours.

THE 205 TURBO 16 PROBABLY HAD SOMETHING TO DO WITH PEUGEOT'S SUCCESS BUT JEAN TODT HAD ALSO CAREFULLY SELECTED THE MEN BEHIND THE SCENES.

by Michel Lizin

André de Cortanze, for once, seemed at ease. He had earned himself the ironic nickname of 'smiler' within the team. It wasn't that he was ill-humoured or anything but he was usually totally absorbed in his work. *"We would have been able to get some serious work done if it hadn't been for all the journalists that kept coming and interrupting us,"* he quipped. Then, talking about his work with Jean-Pierre Boudy, he went on to add, *"Coming from a racing environment, we were able to take a fresh look at the problems that faced the Peugeot rally team. As far as possible, we have tried to make the 205 into a racing car, especially as far as the materials used are concerned. Our new work methods left the competition a long way behind and, if they want to stand any chance of winning in the future, they'll have to adapt."*

BOUDY: "WE HAVE TRIED TO MAKE THE 205 INTO A RACING CAR"

The Peugeot engineers give the impression that they know their stuff. They understand the environment in which they are working but they also know what their limits are. It is clear that the flexibility of their work methods gave them an advantage when it came to developing the 205. The original design of the car has a lot to do with that. *"The car was particularly well thought out at the start,"* continued de Cortanze. *"When we arrived, we had to take our hats off to those who designed it. They certainly knew what they were doing."* One of the qualities of the team was their quickness to react to problems. The side protections proved to be insufficient on the Acropolis in 1984, by the next event, the 1000 Lakes, the problem had been solved. On this year's Tour of Corsica, Timo was sidelined when a wire broke within an electrical connection. Immediately, the entire system was revised and the service schedules now include a regular check on these parts. The technicians always ensure that the car is used to 100% of its potential for any given terrain. The suspension settings, for example, are constantly re-adjusted according to the surface and it is this that probably gave Ari Vatanen the edge on the Monte Carlo. In Sweden, the front end of the car was strengthened to limit damage if ever the drivers drove into a wall of snow. *"It was a good job we did, too,"* explained Jean-Claude Vaucard. *"Both drivers went straight on into the snow on the same stage without any significant damage being done."*

The cars are also adapted to each driver. The steering wheel on Timo Salonen's car is larger and the steering ratio is slightly higher to reduce the physical effort required at the wheel. The engineers are always willing to learn by their mistakes. *"In New Zealand, we decided to change the suspension settings the day before the start in an effort to reduce ground clearance. Unfortunately, the modification resulted in negative camber which hampered the work of the tyres, causing undue overheating of the inner tread. We noticed after four or five stages and immediately reverted to the original settings, much to the drivers' relief!"*

At the same time, everyone was constantly thinking towards the future. The first plans for the Evolution 2 model evolved whilst de Cortanze and Boudy were still developing the Evolution 1 car, even before the Peugeot's debut in May 1984 in Corsica. By summer of the same year, the characteristics of the new car were defined. The new engine was designed by the end of that summer and, in November, was being run on the test-bench. *"We were looking to improve a number of points. We wanted to bring the weight down,"* explained de Cortanze, *"and we were underpowered compared with the figures that were being announced by other manufacturers for their new models. However, we didn't want to affect the perfect handling qualities that the 205 had.*

"We would never have been able to construct another 200 cars," went on to explain de Cortanze, *"it would have been far too expensive. We managed to reduce the overall weight by 50 kg which isn't bad by today's standards. Power output was in the region of 430/450 bhp but the engine was capable of putting out 500 bhp if necessary. The Evolution was immediately faster on tarmac and on the loose but, until now, has been a bit more difficult to drive. The increase in power through the front wheels has meant that we have had to introduce power steering, a weight penalty of 11 or 12 kg. To improve handling, much work needs to be done.*

DE CORTANZE: "THE CAR WAS PARTICULARLY WELL THOUGHT OUT AT THE START"

The 1000 Lakes this year was the first time we used exclusively Evolution 2s. We were then beaten by Röhrl's Audi on the San Remo. We immediately undertook testing in Italy after the rally to put things right and the development of the car continued up to and beyond the RAC."

Now that everything is going so well for them, the Peugeot engineers seem more willing to talk about the problems that were encountered during the early stages between 1983 and 1984. *"The order in which problems crop up is more or less the same from car to car. When the first prototype of the 205 Turbo 16 came back from a testing session of around 300km in Italy, it was in a sorry state. We immediately set about strengthening it. Jean-Pierre (Boudy) has already told you about the troubles we had with the engine and, once those had been cured, it was necessary to revise the suspension because the original design couldn't cope with the increase in power. It was all pretty much routine work... apart from the fact that everything had to be got ready in just four months. And we had still to specify what the 20 Evolution cars were going to be. And we had to build them. The results over the next 12 months depended on the decisions that were taken at that time. Between January 1st and April 1st 1984, over 200 individual modifications were carried out — and accepted — on the rally car!*

DE CORTANZE: "WE DIDN'T WANT TO AFFECT THE PERFECT HANDLING QUALITIES THAT THE 205 HAD"

"We knew that we were technically capable of succeeding but there was always the April 1st deadline hanging over our heads like the sword of Damocles. However, since that period we have hardly changed our work procedures. The pressure is just as great and we continue to develop the car without taking any notice of what the competition is doing. Win or lose, there is an inquest after each event."

"It is extremely motivating to work like that," added Jean-Claude Vaucard. *"We are given carte blanche and we have everything we need."* The Peugeot 205 Turbo 16 is not at ease on jumps, especially on landing. *"That's why we had a 1000 Lakes-style jump reconstructed on a rally-cross circuit near Paris. We didn't really know why but the problems the car had over jumps seemed to be a direct result of its overall design. It was reassuring to know that our rivals encountered the same problem but we didn't want to leave it at that. Our tests showed that, obviously, the car's speed was very important. We had guessed that much but what was interesting was that the position of the accelerator pedal had an effect too. With the right foot down on the floor, the car would tend to land heavily on the rear wheels. Under braking, it would nose-dive. It was difficult to find the happy medium. Doing the same jump over and over again, it was possible to get it right but in rally conditions, where a driver often has to improvise, it's a lot more difficult."*

I asked the engineers if they had any criticisms to make about the car. *"I've already said that the original team did a fantastic job in designing the 205. However,"* ventured de Cortanze, *"I think that the assymetry of the car caused by the transversal mounting of the engine could possibly have been avoided. The car is heavier on the right than on the left. Until now, that doesn't seem to have caused any great problems for the drivers. Apart from that, on certain rallies, the fact that there is only one shock absorber per wheel at the rear is cutting things a little fine.*

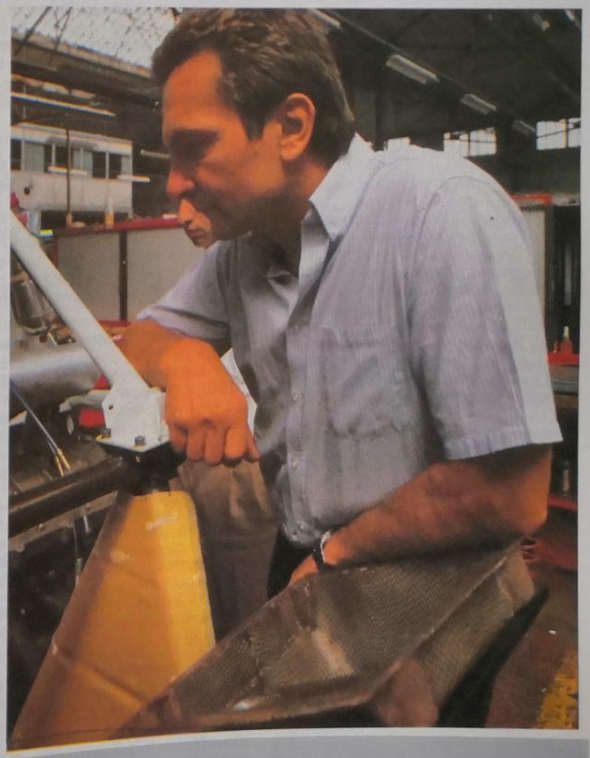
"The ideal rally car? It's neither the time nor the place to say. After all, we don't want our rivals' engineers to know what we're up to! Some of our ideas have already been adapted to the Evolution 2 car."

ANDRE DE CORTANZE

De Cortanze joined Peugeot Talbot Sport in January 1984 after working in the research department of Renault since 1978. Amongst other things, he was project manager for the Renault 9 and the Renault 11. De Cortanze is also well known within motorsport circles, having spent ten years with the Alpine team where he looked after the Le Mans prototypes at the end of the sixties, then the 2 litre sports car that was to become European champion before going on to the Alpine Formula 3 car, the Elf 2 and, eventually, the Le Mans-winning Alpine Renaults and the early stages of the Renault F1 project. He also designed the Elf endurance motorbike and drew up the initial plans for the Elf 2,500cc, Grand Prix racing bike that has just made its debuts on the World Championship. In fact, he remains consultant engineer on the project, *"which doesn't mean all that much since my work with PTS keeps me busy 28 hours a day."*

The 44-year old Frenchman also has a fairly impressive career as a racing driver behind him and made his competition debut on the same hill-climb as Gérard Larrousse in 1963 driving a Dauphine 1093cc. *"Larrousse beat me by a tenth of a second."*

Since then, he has driven Ferrari GTOs, Porsches, Alfa GTAs and, of course, all sorts of Alpines. He has won the economy category at Le Mans and was 2nd



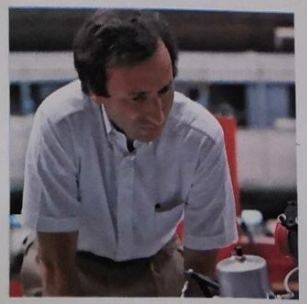
once at the Monza 1000 km alongside Depailler. As far as rallies are concerned, he has also won the Mont Blanc Rally. *"That's the only one I managed to win because it is run in the region I came from."*

JEAN-PIERRE BOUDY

After graduating from engineering college, Boudy found a job immediately with Amédée Gordini, soon to become Renault Gordini before becoming Renault Sport in 1975. From the start, he was involved in the development of competition engines, derivatives of the Renault 16 to begin with, then the V6 PRV and then the birth of Renault's 1500cc turbo Formula 1 engine. From 1975 until the end of 1983, Jean-Pierre worked principally on the development of this engine. On January 1st, 1984, he joined up with the enemy, Peugeot Talbot Sport.

"When I first arrived, the 205 engine was rather brutal and difficult to drive. The turbo lag was excessive and the rev band was too restrictive and too high. Fortunately, luck was with us," explains 40 year-old Boudy modestly, *"and it only took 4 months to render the engine reliable. By chance, one of Peugeot's suppliers had the piston liners we were looking for and, somewhere within the Peugeot group, the appropriate head gasket already existed."*

During the 1984 season, Boudy was noticeable through his absence. He spent much of his time in the PTS workshops developing the Evolution 2 version of the 205 Turbo 16 which is generally considered as his baby. *"The pistons are new, as are the piston rods, the head, the cooling circuit, the overall layout, the electronic water injection system and turbo pressure. On the whole, and also aesthetically, I am pleased with the result. The engine is intelligently mounted. All that remains to be seen is how it behaves in competition conditions. That's why you've seen a lot more of me on rallies since the 1000 Lakes."*



JEAN-CLAUDE VAUCARD

Vaucard was one of the first to join the newly formed PTS team. Now aged 44, he is principally responsible for the development of the chassis, the suspension and the steering. Between 1982 and 1984 he played an important part in the organisation of the team and helped select personnel. At the same time, he developed the Group B Talbot Samba which is more or less his baby.

Jean-Claude was initially employed as engineer in the Simca drawing office which became Chrysler France, then Talbot, a career that lasted from 1967 until 1981.

"I suppose you could say that I am responsible for the existence of the Simca Rallye 2. I used to turn up at work in a Renault 8 Gordini. My boss made some sort of remark and I retorted that I would drive a Simca the day they had a suitable sports car in their range. He took me up on my word and told me to develop such a car. That was the start of the Rallye 2."

Within the French motorsport fraternity, Vaucard enjoyed a reputation of being a first class preparer and driver of Simca 1000s, *"the most potent of which used to literally fly."* In relatively quick succession, he went from a 1300cc engine to 1400cc and then to 1600cc. A volumetric compressor took power up to around 165 bhp.

"Already in those days, I was more concerned about the stability of my cars rather than pure power output. I haven't changed much. I used to manage stage times equivalent to those of the Group 3 Porsche 3 litres and the Group 4 Alpine Berlinettes with my Simca 1000 1600cc.

In 1981, I turned to the Sunbeam Lotus and won the French Lotus championship. However, one of the conditions imposed on me when I joined PTS was that I give up competition."

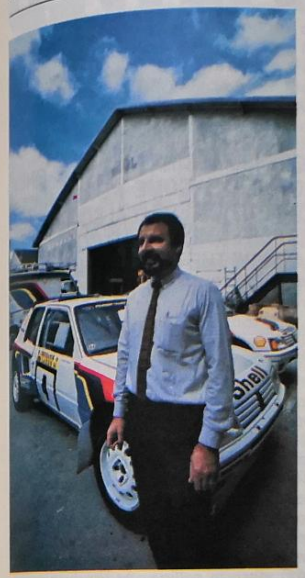
Jean-Claude has won a number of important national French rallies.

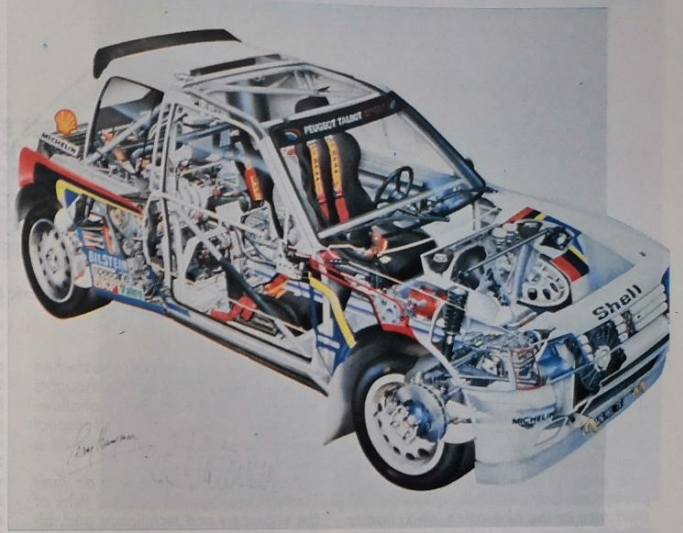
JACQUES LEVACHER

Jacques Levacher is the man in charge of planning service schedules and making all the ground arrangements. It is also his responsibility to look after the travel and hotel reservations for the entire team, that is to say an average of 40 or so people on each event.

Levacher, aged 40, got involved in rallying while he was working with the French Lancia importer, Chardonnet, as press and public relations officer since 1969. Chardonnet began to enter cars in French Championship rallies in 1975 and automatically turned to Levacher to look after service schedules. One of his first roles with PTS when he joined them at the end of 1982 was to manage the workshop and to aid Todt in recruiting new members for the team.

BERNARD PERRON : THE BIRTH OF A RALLY CAR





Perron joined straight from engineering college in 1966. From the start, he was involved in research and development, working on test cars and prototypes before going on to design a variety of vehicles like the P4 army vehicle, the J5/C25 van and, now the 205 Turbo 16. His interest in rallies started in the late seventies when he worked on the development of the hardy Peugeot 104 and the 504 V6.

Once the French manufacturer had taken the decision to tackle the World Championship, things got moving very quickly. After just three months, the main characteristics of the future 205 Turbo 16 had been presented to Jean Todt by a group of engineers directed by Perron.

"We started working on the project towards the latter end of 1981 and, by December of the same year, the main lines of the car had been decided upon. It would be driven by all four wheels and the engine would be turbocharged and of a size that would allow the car's minimum weight to be 890kg. The problem was that the latest FISA regulations had not yet been published and we were a bit in the dark as to what the new Group B regulations were going to be. As a result, we based ourselves on the information we had. Strangely, the new Group A and B regulations were supposed to stop the rise in the cost of rallying. We believed that the rally car was going to have to be pretty much the same spec as the production car. Had we known at the time that that wasn't the case, the production car would have been a lot less sophisticated and, consequently, cheaper. That's what other manufacturers are doing now."

Bernard Perron was far from demoralised by the relative lack of time he had available to design the Turbo 16. *"For a number of years I had been working with the Peugeot competitions department at Sochaux, where I worked on the 104 and the 504 V6. We were already working on a prototype rally car based on a Peugeot 305, fitted with a front mounted, V6 engine and rear-wheel drive. However, I wasn't happy with that solution and we started to take a fresh look at the problem. When I was chosen as designer for the 205 Turbo 16, we quickly came up with a basic plan and got straight on with it. There were four of us: the prototype project manager, two of his draughtsmen and myself. From the beginning of 1982, we would have weekly meetings with the PTS engineers, namely Jean-Claude Vaucard and Des O'Del."*

Perron was not unduly worried when it was announced that the new car should ressemble the forthcoming 205. *"On the contrary. We wanted a smallish car, despite the fact that we were looking for a relatively long wheelbase. In fact, the coincidence was very fortunate. If body design had been up to us, the rear 'bubble' and the cockpit would have been different."*

The choices that Perron and his team opted for seem, today, to have been quite obvious. Was it really as easy as that? *"At that time, the Audi Quattro was just at the beginning of its reign. It would have been difficult not to follow their example. When you share the power output between all four wheels, the workload on each individual tyre is reduced. The more traction you get, the easier it is to get the car pointing in the right direction. It took a certain time to get that idea over to some people. They thought that the system would be complex and unreliable but we perfectly understood the different techniques involved and we were confident that 4-wheel drive would be reliable. The choice of a turbocharged engine was easy because the FISA coefficient for them was only 1.4 which meant that turbos were at a definite advantage. Given also the minimum weight requirements that went hand in hand with engine-size, we honestly didn't have to think a long time about it. Some argued that we would be disadvantaged by turbo lag and, again, that we would lose out on reliability. But we couldn't lose sight of the fact that overall power, and torque too, would be far superior with a turbocharged engine. With 1800cc, we're somewhere in the region of 500bhp and 50mkg. We think that's not bad. The engine was placed centrally for a near-ideal weight distribution, which in turn meant better handling, and a carefully designed cooling system eliminated the overheating problem that some were predicting.*

"It was decided only later to mount the engine transversally. We'd tried everything on paper but this solution allowed us to design a simpler transmission system and mounting the engine at an angle meant that vital organs, like belts and pumps etc, were easily accessible. From there on, everything else was pretty straightforward although we had to pay special attention that key parts could be easily changed or worked on at service points. We worked on both the production car and the evolution car at the same time but, when we had broken the back of the problem, the PTS took over the development of the rally car." ■

JEAN TODT INTERVIEWED

THE PEUGEOT SUCCESS STORY IS FASCINATING. NOT ONLY HAS THE FRENCH MANUFACTURER BECOME WORLD RALLY CHAMPION IN ITS FIRST FULL YEAR OF COMPETITION BUT IT ALSO APPEARS TO HAVE THE EDGE ON ITS COMPETITORS FOR SOME TIME TO COME. JEAN TODT TOLD GRAND PRIX INTERNATIONAL HOW THE WHOLE THING CAME ABOUT AND DESCRIBES HOW HE FELT OVER THE LAST FOUR YEARS.

by Eric Bath

— A blank piece of paper to a World Title in less than 4 years, that's quite a feat. In retrospect, how did you see the project develop?

—I liken what I've just lived through to a huge steam-roller. It was a permanent race against time. I lived through some pretty anxious moments, given the importance of the operation, and I had to constantly revise my plans according to the results we obtained. In short, I had to be on my toes the whole time and be aware of everything that was going on. Certain people are more anxious than others, some are more relaxed or sure of themselves. As far as I'm concerned, and as far as those that work with me are concerned, this is not really the case. It was out of the question for any of us to become over-confident.

Even when things started to look particularly bright, I was never able to sit back and say to myself, "The title is ours". I'm naturally anxious and I was always conscious that we could go through a bad patch and lose the championship.

— Is it because of this inherent anxiety that you never seemed to be especially excited when one of your cars won?

— A number of people have asked me that. They are astounded that I don't show any feelings when, as you say, one of our cars wins. I think it's because I'm very much aware of the fickleness of our sport. When a rally has finished, I immediately start thinking about what's going to happen next. However, I'd like to put the picture straight. There are some moments when I really do feel an intense satisfaction, usually between the end of the last stage and the finishing ramp. I know you're going to say that it's not all over then and that something could go wrong. But I really don't think so. No. That's the moment when I say to myself "We've won".

But to get back to your question, I would add there are certain people with whom I prefer to share this satisfaction. I don't always feel like sharing my feelings with everybody.

— Who do you like to share them with?

— You mean who do I think of first when we win a rally? First of all my thoughts turn to Jean Boillot, the man that allowed it all to happen, my boss. I respect and admire him and count him as a friend.

I also think of the team who do their utmost for a Peugeot victory. I think of the engineers and technicians and, although it's not as obvious as it may seem, I think of the drivers. When you think about it, we've taken a lot of chances. Our way of going about things was not the easiest. The easiest choice at the time the initial decisions were made would have been to build a front-engined, 4-wheel drive car, a little lighter than the Audis of the moment. We would then have tried to recruit Walter Röhrl and Markku Alen. But that's not the way we went about it.

We took the risk of being completely wrong but we had the advantage of starting from a blank sheet of paper. Having said that, as long as the title wasn't in our pocket, we could never be sure that our choice was right.

"PEUGEOT WILL NEVER BE ABLE TO THANK VATANEN ENOUGH FOR WHAT HE HAS DONE FOR THEM"

— Amongst the people you quoted as being those with whom you prefer to share your feelings after events, you mention Boillot, the team but not the drivers. I find that a bit odd.

— I did mention them.

— Yes, but you added that it wasn't as obvious as all that. What is your relationship with the drivers?

— I'm possibly a bit paternalistic with those that surround me. When it comes to my attention that someone is unjustly getting at one of them, I tend to get a little angry and become aggressive. After Salonen's first wins, some people started having a go at Vatanen. I was furious. Ari has done a great deal for Peugeot! We were all extremely disappointed that he didn't win in Corsica in 1984 but he had clearly demonstrated that the car had potential. Soon afterwards, he was leading the Acropolis before retiring. Then came his wins in Finland, on the San Remo and on the RAC, despite rolling. At the beginning of this year he won the Monte Carlo and the Swedish. It was only natural that he should need a breather. He made two or three mistakes. It's only human.

We will never be able to thank Ari enough for what he's done for our company. As a result, he will be part of our team as long as he wants to be. I don't know whether he will want to stay with Peugeot when he is fully fit again but, in any case, the rumours that were circulating just before his accident and which said he had been in contact with Ford were false and Ari suffered as a result.

— Did he not commit the two or three mistakes you mentioned as a result of Salonen's pressure?

— No. Take Portugal for instance. At that time, there was no pressure from Timo and Ari was convinced that he was the faster of the two. But sometimes, when a champion is behind the wheel, he doesn't really have any control over his actions. I was often aware of this when I was a co-driver, so I can understand the phenomenon that much better now. Ari's mistake in Portugal was to continue despite damaged rear suspension. You just can't do that. When I talked with him at the time of the incident, he was convinced he had done the right thing. He wanted to get the car out of the stage, however slowly. Later, when the pressure was off, he admitted that he had made an error of judgement. I'm not going to blame him for anything. The same sense of determination had paid off on the Monte Carlo. When he was penalised 8 minutes for checking in at a control too early, he simply said to himself that he was going to win anyway. I would describe his fight back as heroic. You can't expect a driver to be gentle and calm all the time. You've got to accept the other characteristics that go hand in hand with exceptional talent.

After Portugal, there was the Safari. Despite what I thought at the time, Ari and the Turbo 16 were capable of winning the event but he was forced to retire with mechanical problems. He can in no way be faulted. After that there was Corsica. It's clear that Ari shouldn't have been driving as fast as he was but, once again, I excuse him. To get back to your question, up to that point there had been no question of any pressure from Timo. In Portugal, Ari was convinced he was fastest. On the Safari, Ari was well in front of Timo before retiring and, in Corsica, Timo had disappeared on the first stage. In Greece, Ari was probably more anxious, more fragile than Timo. It is possible that he was under Timo's pressure here but, in any case, he was forced to retire when the steering column came loose. That was entirely our fault.

In New Zealand, he needed time to get back into his rythm. He was up against a very good driver who had come to grips with the 205. On the day, Ari was beaten by a better man, Timo Salonen. Then there was Argentina...

Ari is an extremely sensitive person. Having said that, when he makes mistakes it's not because he is under pressure, it's one of the consequences of his determination to win. Sometimes he's a little over determined. His weakness is that he doesn't know how to wait.

"SALONEN IS A GOOD DRIVER BUT, ABOVE ALL, HE THINKS AHEAD"

— Have Timo Salonen's performances come as a surprise to you or were you aware of his potential when you took him on?

— He has pleasantly confirmed my expectations. It's clear that, by taking on Timo, we were taking more risks than if we had chosen, say, Röhrl or Alen but I was convinced that he had the makings of a great driver. He drives well but, above all, he thinks ahead. He's a lot less impulsive than Ari. One of his most envious qualities is that he is perfectly aware of what is going on around him. At the start of a stage you hear him say, "I'll lose 15 seconds here because I'm going to ease off a little." You'll never hear Vatanen say that! Salonen would say to himself, "I'm 20 seconds behind and I'm going to drop a further 20 seconds on the next stage because It's not suited to the car. After that, though, I'll be able to make up for lost time." That's probably what surprised me. Otherwise, I would say that I have been more pleased than surprised.

— And Bruno Saby?

— On the Monte, he finished 5th. It wasn't easy for him, I know, especially since he went off following a small error. He was under pressure because he was a French driver, driving a French car in France. I have to admit that I was disappointed with his performance on the Safari where I had asked him to take things steadily. Then, in Corsica, he was given the delicate task of finishing when Timo and Ari retired. A fine second place, behind Ragnotti, with the Evolution 2 car gave us 16 points for the championship, so Bruno's result contributed to our winning the title.

— So, on the whole?

— What do you want me to say? I have been pleasantly surprised by his performances. He always had the same cars and support as the other two but, and you've got to take this into consideration, he took part on less events. As a result, the pressure to shine was always on him.

— When you chose to enter Reutemann in Argentina, was it a sort of punishment for Saby?

— Not at all. At the start of the year, I announced that Bruno would do three, possibly four, events. He did the Monte-Carlo, the Safari, Corsica and the San Remo plus two Spanish championship rounds. It was, as I said, completely out of the question to give him a car which was not a full works spec machine. Reutemann's car in Argentina was a practice car and he only had a reduced back-up team. I didn't want one of my official drivers to take part in any event in those conditions. The real question is "Why Reutemann?". In 1981, it was only thanks to the financial support of the Argentina Automobile Club that Talbot took part. Otherwise we just wouldn't have been able to. This year they asked me if I could supply a car for Carlos Reutemann. My initial answer was no but they insisted so much that I decided to see how it could be done without disrupting our own plans. I did it to say thank you for 1981.

— One last question concerning the drivers, concerning testing and development. Unless I'm wrong, Grundel undertook all the preparation of the 1000 Lakes. A lot of testing has been done by Beltoise and Jabouille, not to mention Saby and Jean-Pierre Nicolas. Vatanen and Salonen were apparently not involved. Was that because they were not able enough, not interested enough or because they considered themselves above all that?

"SABY'S 2ND PLACE IN CORSICA CONTRIBUTED TO OUR WINNING THE TITLE"

— You mentioned our test programme in Finland. Salonen was the first driver involved, then Vatanen. Grundel only took over when the other two had to go to New Zealand. You're asking me if Ari and Timo considered themselves above all that. Not in the least. Their time was simply taken by other things. They're both extremely busy men. Earlier, I used the image of a steam-roller and that image can be applied to my drivers. We took part in eleven World Championship events. With all the recce and pre-rally testing in situ that doesn't leave much time for anything else. So that Ari and Timo remained motivated, I had to draw the line somewhere. Now, are they or are they not good test drivers? The answer is that they are not experts in the matter but you can hardly fault them for that. The difference between a rally driver and a racing driver is that the rally driver adapts to all sorts of terrains

and to all sorts of cars. The racing driver, on the other hand, adapts the car to how he feels it should be. It's for that reason that I often asked Jean-Pierre Jabouille to do some testing on tarmac because, on tarmac, he feels immediately what needs to be done on the car.

— Getting back to your steam-roller idea, don't you think there was a sort of 'money steam-roller' element? How does your budget compare with the recent Talbot Formula 1 experience?

— I am responsible for the fact that Peugeot are back in rallying at the highest possible level. Today I believe that everyone is convinced that it has been a good thing for the company. Why? Firstly because of the results. Secondly, because everyone has now realised that a competitions department can be run on a strict cost-conscious basis, perhaps a bit too strict sometimes. One of my major worries is that I like mine to be considered as the best managed sector of the company. We've got to be an example, an ambassador not only to the public but also within the company. You ask me what my budget is like compared with the Formula 1 project but I'm afaid that, at the time, I had nothing to do with Formula 1. The Formula 1 budget was Jean Boillot and Guy Ligier's concern.

— You must have some idea?

— It's not my problem.

— Do you think that a Formula 1 victory has more value than a World Rally Championship victory? As the saying goes: To conquer without danger is to triumph without glory. With hardly any more Lancias, with less and less Audis, you didn't really have much competition.

— I believe that to conquer, by whatever means, brings glory. When I first proposed my plans, nobody believed in them. Now, even the competition has been discouraged. Secondly, Peugeot was not at all involved in motorport. Now, we have become pioneers and many manufacturers are going to follow our example. The latest Lancia, Ford and Metro follow the same lines as the 205. With the exception of the Metro, they are all turbo-engined and they are all 4-wheel drive. It's nice to see others follow one's example. Getting back to F1, last year there were the McLarens and the others. If my memory serves me correctly, McLaren won 14 races. There was hardly any struggle for supremacy there. The only question was which driver was going to win, Lauda or Prost. Today I'm proud that people ask themselves before the start of a rally, "Which Peugeot driver is going to win?" That's what competition at the highest level is all about and present standards in rallying are particularly high.

"ARI'S ACCIDENT WAS, FOR ME, LIKE A NIGHTMARE"

— For Jean Todt, what were the most difficult moments?

— Ari Vatanen's accident was, for me, like a nightmare. The result of the rally was of secondary importance to me. I spent my time between the rally and Ari's hospital bedside. He was not only seriously injured physically but his morale had been dealt a terrible blow too. Afterwards, when he had been transferred to Europe, I constantly followed his hazardous progress. At times it seemed there was little hope. I spent my holidays next to the telephone. We all lived those two weeks like a nightmare and they weighed extremely heavily on me.

There was another particularly tough moment at the start. In July 1982, the PSA group was going through a bad patch and all investments were suspended. Our project was in jeopardy and, at one time, looked as though it would be abandoned. Pessimistic rumours were the order of the day in the motorsport press. In fact, nobody knew what the outcome was going to be. At the end of August, Jean Boillot had to make a decision.

— Did you try and influence that decision?

— No. I did not push Jean Boillot into making up his mind. Every now and again, I would remind him that it was important for me to know as soon as possible but he alone took the decision to continue. What I had to offer was perfectly clear. He was experienced enough to know that I wasn't taking him for a ride.

— Would you say that the day he gave the OK was the most memorable of the whole adventure?

— No, no. I have become thick-skinned when it comes to all the bad things that could happen. So much so, in fact, that some believe me to be heartless but it's just my way of facing up to all the different things that can go wrong. No, at the time it may not have been the happiest day of my life but I was very, very relieved.

— So what were the greatest moments, the ones that gave you particular satisfaction?

— Everything. The whole adventure. Finding the right men...

Thinking about it, I suppose there were two things. The first concerns Peugeot. When I started with Peugeot in 1970, motorsport was a dirty word. Their rally cars were registered by a private preparer in Marseilles so that there would be no direct connection with the factory. One day, we started using cars that were officially registered at Sochaux, home-town of the principal manufacturing plant. Nevertheless, Peugeot didn't make much noise about it all. One of my personal satisfactions is having been able to convince the directors that my programme was a sound one and, now, to see just what importance rallying has taken within the company. I even received a letter from a component manufacturing plant in Sochaux which was signed by the whole shop-floor. They wanted to express the admiration with which they followed the results. I think that's fantastic.

My other great satisfaction is to have built up a solid team, using elements whose talents were not being used to their best beforehand. If, tomorrow, you started up your own F1 team using the Porsche motorist and the McLaren chassis engineer, you wouldn't really be taking any risks. The PTS team, on the contrary, is made up of people who are out to prove that they were underestimated until now. Those people are now the leaders of a top winning team. Frankly I'm proud of that.

— But you didn't take everyone on at the same time.

— True, but that's because I started from scratch. I was asked early on how many people I would need and I said, at the time, that I would need ten for the first year. "As many as that?", was the reaction. After that, I had to swell the ranks. In certain cases I was particularly fortunate. One day, Jean-Pierre Boudy asked to see me and we met the same evening. Basically, he said that he was looking to move and asked if there was room in my team for him. My initial reaction was to say no because it wasn't possible to take on non-Peugeot people. Half an hour after he left, I was kicking myself. I rang him to say that I would see what could be done.

— No doubt you rang Jabouille to find out what he thought of Boudy.

— You're right. I have confidence in Jabouille's opinions and he had worked alongside Boudy with Renault. I also sought the opinions of a number of other people. I'm too wary of the impressions of only one person, even if I have utter confidence in them. Having heard the thoughts of a variety of contacts, I made my decision and immediately went to see my bosses. I must admit that I'm especially fortunate that I can go and see Jean Boillot at any time. It helps a great deal to know that decisions can be taken immediately.

— You've talked about your relationship with the Peugeot management but it's said that, conversely, you rarely delegate yourself. Apparently you want to have your say in everything that's going on, even advertising campaigns. Why is that?

— I like to know what's going on. However, it's not true to say that I don't delegate. If I have confidence in somebody then I'll ask them to look after something for me. On the other hand, I refuse to be in a situation where I find out what's going on from someone who's not even part of the team. So, even if that means more work for me, I want to know everything that's happening. If an advertising campaign concerns PTS, then I want to know about it. I don't want to discover it when I open up a newspaper. What's more, I want to be able to answer any question, from anyone, at any time. So, you see, I've got to be up to date on everything.

— Do you consider André de Cortanze and Jean-Pierre Boudy to be your saviours? Before they arrived, rumour had it that your engines were as fragile as glass and that the chassis wasn't very strong either. Were they the ones that put things right ?

— No, but they have both actively contributed to the success of the 205. Before they arrived on the scene, we had the makings of a great rally car, the principal characteristics of which were correct: long wheelbase, light weight, 4-wheel drive, turbo-charged. Everything was there. What we were lacking were specialists, technicians with professional racing experience. You're right. The first time the 205 was tested with Jean-Pierre Nicolas at the wheel, the car did 20km in a local quarry and the chassis bent. Those that got wind of what had happened jumped to premature conclusions. "It's a non-starter," they reported. In reality, the basics were perfect, what we were lacking was the professional competition experience. To begin with, the development of the car was the responsibility of the PSA group's technical department in direct collaboration with ourselves. It's obvious that, as soon as the likes of de Cortanze made enormous progress. Their collective knowledge was not used to define the basic principals of the car but to ensure its healthy development. I insist on the fact that the initial conception was the correct one.

— I was told that de Cortanze, just two weeks after his arrival at Peugeot Talbot Sport, was already demoralised by the amount of work that had to be done.

— I'm afraid that's false. Before he even started, I showed him the car and he accepted. Obviously, a lot of work needed to be done but, if that hadn't been the case, why would we have been looking to take on top-class engineers? I didn't notice that André was demoralised after two weeks although we were both aware that there were a number of problems that needed to be solved. It would have been stupid to believe otherwise.

Nobody lost heart, the things you mention, like the fragile engine and the weak chassis, were, to a great extent false.

— Rumour had it that André de Cortanze was not very appreciated whilst Jean-Pierre Boudy was highly praised. Why was that?

"IF, TOMORROW, YOU STARTED UP YOUR OWN F1 TEAM USING THE PORSCHE MOTORIST AND THE McLAREN CHASSIS ENGINEER, YOU WOULDN'T BE TAKING ANY RISKS"

— That's not true, just not true. Listen. Do me a favour. Ask me direct questions but don't talk about rumours. I don't take any notice of rumours. 95% of the time they're false. We have actively built up a Press and Communications department with Corrado Provera and Jean-Claude Lefebvre and we issue a lot of information. In any case, I'm incapable of lying. Either I'll answer your questions or I'll reply that I can't answer. So, do me a favour, ask me direct questions.

— OK. Here's one. Why was André de Cortanze not very appreciated whilst Jean-Pierre Boudy was highly praised?

— OK. It's true to say that Boudy is more highly considered, by certain people, than de Cortanze. André is rather distant and not very open. That's not the case with Jean-Pierre. I should underline, however, that I have the utmost confidence in André. He is a conscientious and reliable engineer and not one to dream whereas Boudy is just overflowing with ideas, a genius. But he needs a filter, someone that can turn his ideas into reality. I'm pleased to say that, with their respective qualities, they make a fine team.

— What are your ambitions after all this is over? In the sport, you can't go much further than the World Championship. Is there anything else that draws you?

— When I started out in the sport, I wanted to become a professional co-driver. Then I wanted to be a very good professional co-driver. Everything seemed to work out alright. My name was well known and I began to have a market value but I didn't want to do only that until I retired. My dream was to set up a competition department within a major French manufacturer. That, too, I have been able to do but it can be very tiring at times. When I've reached the targets I've set myself in motorsport, I'll fix myself others and go from there. I feel particularly good with Peugeot at the moment and, even if it meant more money or more responsibility, I wouldn't like to move elsewhere. One man has shown confidence in me and that man is Jean Boillot. I have had offers from other companies but to accept would be a sort of treason. If I should leave the rallying world one day, I hope that I would be offerred something else with Peugeot.

— Who has made you offers?

— That's my business.

— How do you see Jean Todt in ten years' time? Still in motorsport or do you think you will have moved on to other activities like advertising, management or marketing? What would you prefer?

— I've already got a reasonably responsible job within the Peugeot organisation at the moment and, if I were to evolve here, I would have to have a position of at least the same degree of responsibility. To regress would be out of the question. There are a number of areas that interest me, including sales, product management and general management. But it's too early to think about all that. I still have a long way to go before I finish with PTS. Does that answer your question?

— Yes. Or rather partially.

— I've got the impression that you're trying to make me say something.

— No. I just want to know what tempts you, whether you would prefer to stay in the car industry, breed rabbits or what?

— I've got the impression that you want me to say that I would like to become a director of Peugeot.

— And?

— My ambitions are clear. I want to have the most important job possible in whatever activity I turn to. It is obvious that I would like a senior management post with Peugeot if it were offered to me.

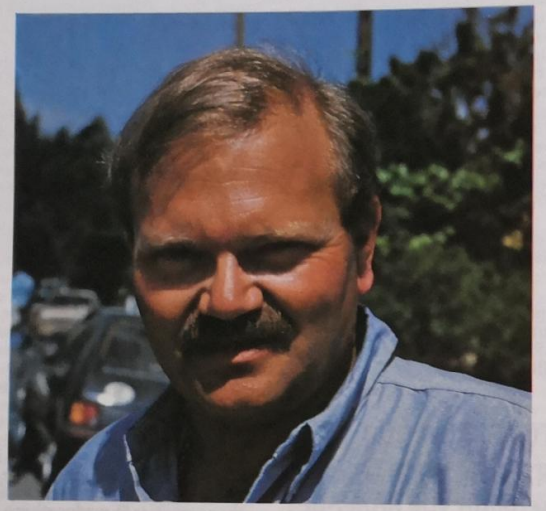
— Let me put it another way. Would you like to become chairman of Peugeot one day?

— (silence) Today, no. Tomorrow, why not?

— Do you earn a lot of money?

— Enough. ■

JEAN DUBY
FLYING DOCTOR



JEAN DUBY, THE PEUGEOT TEAM DOCTOR, BELIEVES THAT PEUGEOT HAVE MADE PROGRESS IN THE AREA OF MOTOR-SPORT MEDICAL SUPPORT. GPI WENT TO FIND OUT HOW.

by Michel Lizin

— Do you think that a driver's performance can suffer as a result of poor physical preparation?

— One of the aspects that has, until now, been neglected in rallying is diet. Most teams feed their drivers on biscuits and dried fruit during events but that is not sufficient. To drive one of today's top Group B cars requires constant concentration and, consequently, a high degree of physical preparation. A balanced diet during and between rallies helps maintain a healthy condition.

There are, apart from the psychological factor or illness, two major causes of a poor performance: lack of body-sugar and dehydration. It has long been understood that the former has a negative effect on brain activity. On the other hand, it is less well known that a loss of weight, through loss of water, of around 2% (ie a loss fo 1.5kg for someone who weighs 75kg) results in a loss of 20% of muscular potential. During, for example, the Tour of Corsica, a driver loses somewhere in the region of 3kg through dehydration and this lack of water has to be reconstituted. One of the first drivers to pay particular attention to diet, and he is one of the only drivers I know of that will blame a lack of body-sugar for a poor performance when other drivers would blame their cars, is Jean-Claude Andruet.

TAKE A SEAT

"A number of drivers today suffer from back-bone problems which are caused by the exceptional effort required by the spinal column. The trouble is that the spinal column should remain as straight as possible. A carefully chosen seat helps get over the problem but just as much care should be taken to mount the seat in the optimum position."

— What has been your solution to these problems during Peugeot's World Championship campaign?

— I work from the Peugeot motorhome and always try to have a competent cook with me. Wy try to be with the crew at as many service points as possible. On average we see them every three hours and we try to arrange things so that we can spend a little time with them. One of our most important roles is to always have a balanced meal waiting. Dried fruit and other fast-reacting foodstuffs are only used when there is time for nothing else.

— What exactly is a balanced meal?

— I follow the recommendations of a certain Dr. Creff, author of a book about nutrition and sport. Each meal, ideally, should be composed of 55% glucose, 30% fats and 15% protein. The percentage of fast-acting sugars should not exceed 10%. Their effect lasts no longer than half an hour and, then you're back to square one. To avoid a drop in physical potential, the intake of fast-reacting sugars should be repeated regularly, roughly every three hours.

In day to day life, it is difficult to respect this ideal balance and, often, meals are entirely composed of glucose or protein. That's why I take care in the composition of the meals I prepare for the crews. My meals follow the '421 GPL' rule, that is to say 4 parts glucose (G), 2 parts protein (P) and 1 part fats (L). The glucose is supplied by raw vegetables, salads, cooked fruit and vegetables as well as slow-acting sugar like cereals. I always make sure that there is an element of fast-reacting sugars with things like honey, or even sugar cubes. The proteins come from dairy products, cereals, meat and eggs. Butter and vegetable oil supply the fats.

WHAT THEY EAT

Here is an example of one of the varied menus proposed by Jean Duby for drivers and co-drivers alike:
— vegetable soup.
— chicken liver salad with bread or
— potato omelette.
— fruit salad.
— yoghurt.
— a little honey.
It's enough to make you want to sign with Peugeot.

Another area of extreme importance is to respect the individual tastes of the drivers themselves. It is always best to give them what they like and that means I often have to prepare special meals for each of them. The same is true with drinks. Ari, for example, prefers milk, Terry likes hot chocolate or cocoa and Seppo likes coffee. I can't stress enough the psychological aspect of my role. We always try and make the motorhome a spot where the drivers feel at home, where they can discuss freely, where they can joke and be themselves. But even here, some sort of discipline is required. For example, those that want to smoke go to the front of the motorhome, the rest, of which Ari is one of course, stay at the rear. The prevailing atmosphere should help everyone to relax.

— During a day's rallying, a driver must use up a large number of calories. Can you give us any figures?

— During a stage, the rate is in the order of 500 calories an hour, the equivalent of a footballer. During road sections, that figure drops to around 200 or 300, which is still relatively high. If you imagine a section with two hours of special stages but with a rather long road section, everything falls into perspective. Staying awake uses up 600 calories, 1000 calories are needed for the stages and 2800 for the road section. If you add a further 200 calories that are burnt up at rest halts and service points, you arrive at a figure of 4600 calories per driver, per day. Now add to that the figure of 1800, which is the number of calories required by a human being just to stay alive, the total comes to 6400 calories! That's twice the figure spent by the average person. Having said that, the figure can vary substantially from individual to individual.

SALONEN OVERWEIGHT?

"Of course he's overweight but he's making tremendous efforts to slim. Anyway, the ideal weight can vary for each person. Perhaps Timo needs to be a shade plump to feel good. More important than his weight are the consequences of the operation last year on his spinal column. For the rest of his life, he will have to respect a daily programme of gymnastics."

– There was a lot of talk about doping at the beginning of the season and, in Sweden, ten drivers and co-drivers were checked. What were the results of those tests?

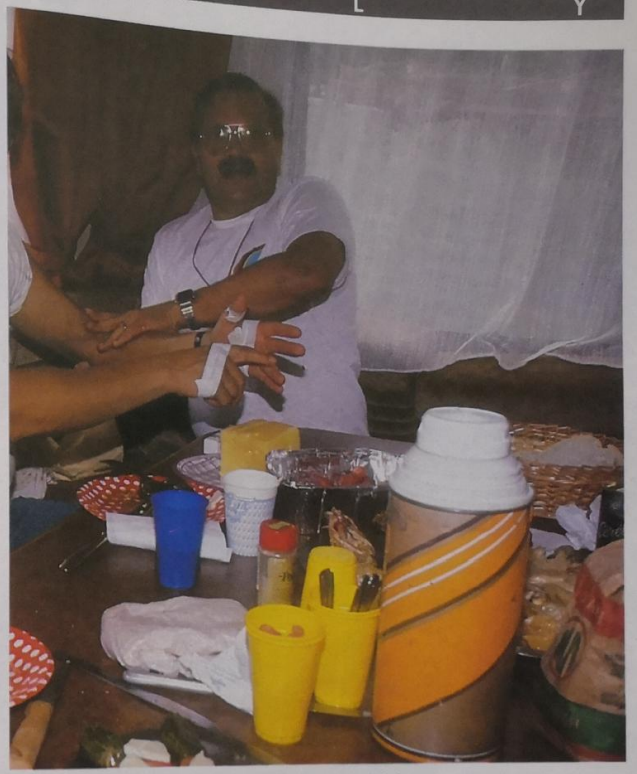
– Negative, but the Swedish Rally is not an especially tiring event. Nevertheless, I don't dope my drivers and I don't think that they dope themselves. In fact, today's top rally drivers frankly don't need to. It wouldn't surprise me to learn that drivers used to take stimulants but, then, the length of time spent at the wheel was very long and rest halts were more or less inexistant. That's not the only reason. As I said, rest halts are now used to maximum effect and drivers do actually rest. If they were doped they just wouldn't be able to, they understand now that there is no substitute for genuine physical fitness.

– Are you saying that there are no artificial stimulants adapted to rallying?

– I wouldn't say that. Any product that increases one's concentration or even pain-killers could be used to effect. Cocaine wouldn't be bad for example. But, I repeat, today's drivers don't need them. I prefer to leave it there because I'm not at all a specialist in this field.

– Some say that they have noticed you issuing pills to the Peugeot crews...

– They're not mistaken but they are only blackcurrant or concentrates for the vitamins. Sometimes I give them something called Propolis which acts against fatigue. Something else I give them is a French product called Guronsan which also acts against fatigue. It is composed of vitamin C, caffeine and glucoranamide. The caffeine content is not high but I try to give no more than one pill every four hours so that it doesn't stop the drivers from sleeping. At the end of a long night section I may give them two. Olympic Committee rulings allow the equivalent of 60 Gurons tablets a day. So you see, it isn't a very potent product.



The motorhome is like an oasis for the tired drivers. Dr. Duby is always on hand

— For a sport like rallying, which requires a particularly high level of resistance, what forms of physical preparation would you recommend?

— I think jogging and cycling are very useful. Apart from that, it is very important to look after the spine and the stomach muscles and, in general, to be as supple as possible. Press-ups are particularly recommended but each driver should consult his own doctor. Timo, for example, can't do press-ups after his back-bone operation. To make up for that, he undergoes a daily muscular-development programme which lasts about a quarter of an hour, even during rallies.

— A number of drivers like to be massaged during events. Does this help?

— I have a lot of respect for the work of masseurs and I have even asked French specialist, Etienne Chapas, for advice. The ideal situation would be to have a team doctor and a team masseur. I only massage my drivers when there is a particular need for it, when a driver complains about muscular pain.

— One last question. Your role is not restricted to the drivers but to the whole Peugeot team. What are the problems that occur?

— Yes. I have to look after 40 or so people so that each member of the team operates at the best of his abilities. I have had to treat over-tired mechanics, Terry Harryman lost his voice once and Timo Salonen had bronchitis on one occasion.

Whenever Peugeot win, it is an all-out team effort. Everyone counts.

DUBY'S THOUGHTS

● "Our philosophy regarding the crews is the same for the workers on the Peugeot shop floor. We want to prevent accidents, or at least reduce the risk. The main difference is that the rally driver is more prone to a fatal accident. He knows that the slightest error could be his last."

● "The diets I have devised for the crews should, like physical training, be a regular part of their lives but you don't have to be a rally driver to follow my advice. However, you shouldn't go overboard. It's possible to eat well and still follow the basic rules."

PHOTO PEUGEOT

SWEDEN, THE SECOND "WHITE RALLY" AFTER A SNOWY MONTE CAR- THE CARS PERFORM A SERIES OF SPECTACULAR SWING STEPS...

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THE LONELINESS OF THE LONG DISTANCE RUNNER: THE PEUGEOT 2[illegible]T16 IS GUIDED TO ANOTHER VICTORY ON THE ACROPOLIS

PHOTO A. MARZOLI

TIMO SALONEN CONCENTRATES HARD AS HE BLASTS HIS WAY AL G THR

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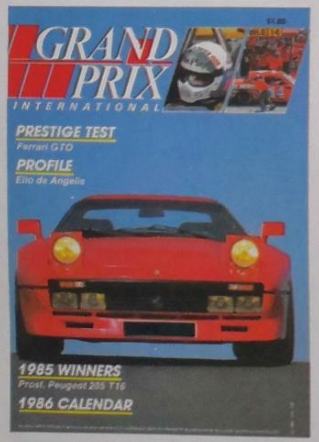

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READERS WRITE!

Dear GPI,
We have very little information on F1 in Sweden and I'm looking for a pen pal who can record all the F1 races in 1986 for me (VHS system). I will, of course, pay all expenses.

Claes Ahlkvist
Neoanvägsg. 6D
43132 Mölndal
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SA AGAIN

Dear GPI,
In reply to Sally Sutton's letter (GPI No 98), I feel that the dropping of South Africa as a venue from the F1 calendar is a great shame.
Kyalami is a super track for GP racing. It tests the all-round ability of the drivers. The organisers do a great job, the scenery is beautiful and the SA public are very knowledgeable. Not only will it be a great loss to them but to many F1 fans throughout the world.
Politics and sport should not be mixed. What right do foreign sportsmen have to dictate to governments what is right and wrong for their country?
If they are concerned about Freedom and Human Rights, what about the new GP venue of Hungary?

Thomas Doherty
East Calder
West Lothian

EAGER BEAVERS

Dear GPI,
This year we are losing from Formula One at least two teams. Renault and RAM have already announced their withdrawal and I, for one, would be very surprised to see Osella and Minardi back in action next year. If they did survive, they would probably withdraw at the end of next year — maybe with Zakspeed. Don't forget that Alfa may drop into F.3000 and that we have already lost Spirit who claimed that they would return to fight another day (did we ever believe them?). They won't be back for at least another four years. And so they drop out like dying flies.
It is obvious that small teams are still very — perhaps too — eager to enter into Formula One, but the majority of them lack the financial and technological willpower to stay there. It is a great shame to see so many teams dropping out of F1, but it is even more regrettable to see talented drivers, unable to show their talent in uncompetitive cars, being dragged down with the sinking ships if they cannot grab a contract to a 'good' team in time.
The problem is that the more advanced technology is only available to those with the most money — just look at the engines. Compare a Honda with an Alfa engine — there's just no contest. It seems that the turbos have exaggerated the differences between the top and bottom end-of-the-grid teams. And now the turbo pioneer, Renault, pulls out. It might be well understood if Uncle Ken smiled smugly to himself as the yellow cars were being reloaded onto their transporters at Adelaide and murmured "I told you so".

Nicholas O'Neill (15)
Cheltenham
Glos

TIPSY GP

To quote Murray Walker commenting the Australian GP on November 3 (BBC): "... after days of parties and functions..." Next clue that this was to be no ordinary GP, Elio de Angelis couldn't find his starting grid position and then the much revered (by me at least) and ever so sombre Ayrton Senna was actually laughing on the grid!
The outcome? A lesson in stock car racing: Ayrton and Rosberg playing bumper cars, whilst Streiff and Laffite played footsie with each other.
Had the drivers decided they'd had enough of serious racing for one season? Were they perhaps suffering from jet lag?... Or massive hangovers from the all-night party on Saturday? Or perhaps they'd watched the video of the Bathurst race beforehand?
Whatever the reason, it led to an extremely interesting and fascinating GP. Personally, I think they'd all had one too many tinnies of Fosters at lunch.

S. Wright
Fleet
Hampshire

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These columns are yours to vent your views and make suggestions. Please write to: The Production Editor, Grand Prix International, 7, rue de Lille 75007 Paris.

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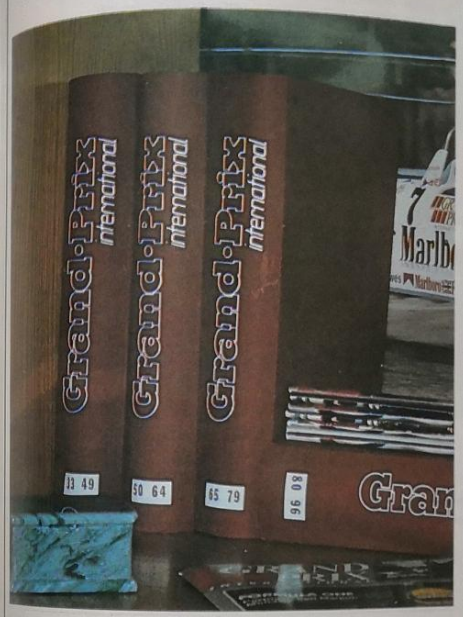

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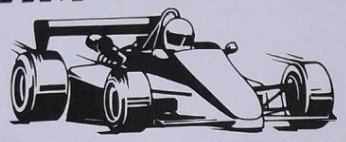

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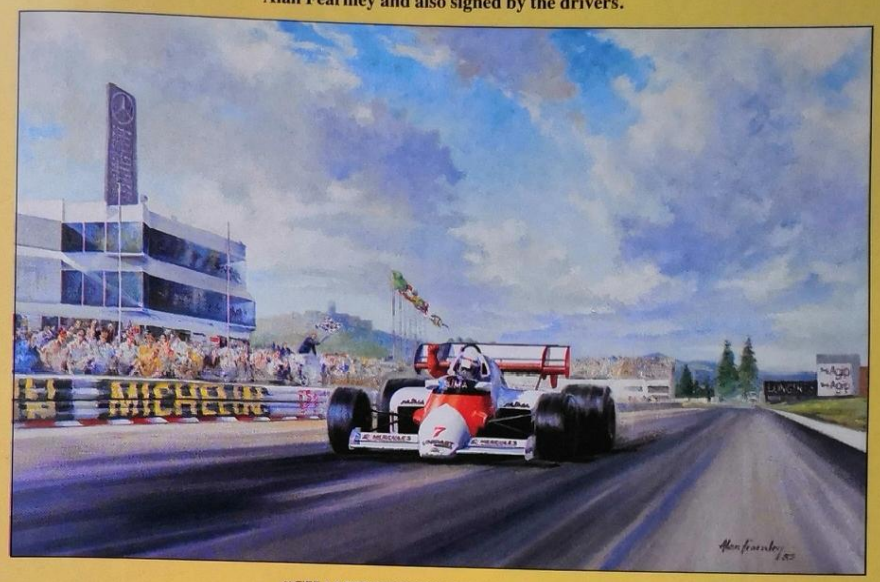

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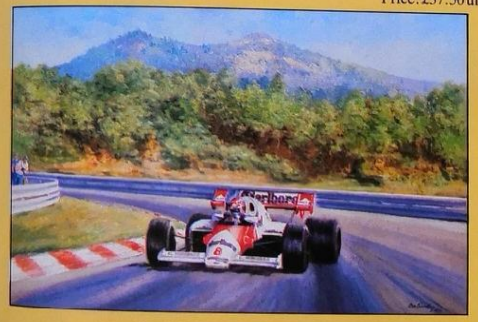

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